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## KOWLOON-CANTON RAILWAY. TIME-TABLE.

	A.M.	A.M.	O.	A.M.	A.M.	Now	E.	O.	E.	E.	P.M.	P.M.
Kowloon ...Dep.	6.40	8.05	8.30	9.15	10.30	12.00	1.15	2.30	3.45	4.55	5.29	7.21
Yuenai ...Dep.	6.50	—	—	9.24	10.39	12.09	1.24	2.31	—	4.44	5.38	7.30
Shatin ...Dep.	7.02	—	—	9.36	10.51	12.21	1.36	2.43	—	4.56	5.51	7.42
Taipei ...Dep.	7.16	—	—	9.49	11.04	12.34	1.49	2.56	—	5.09	6.04	7.55
Taipei Market Dep.	7.21	—	—	9.53	11.08	12.38	1.53	3.00	—	5.13	6.08	7.59
Fanning ...Dep.	7.32	—	—	10.08	11.18	12.48	2.03	3.11	—	5.24	6.19	8.09
Shanghai ...Dep.	7.36	—	—	10.07	11.17	12.47	2.07	3.15	—	5.28	6.23	8.13
Shanghai ...Arr.	7.42	8.45	9.13	10.18	11.28	12.58	2.13	3.21	3.17	5.34	6.29	8.19
Canton ...Arr.	—	—	—	12.30	—	—	—	—	—	—	—	—

	A.M.	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.	P.M.
Canton ...Dep.	7.19	8.06	10.38	11.40	3.00	4.17	5.13	5.20	5.40	6.08	7.15
Shanghai ...Dep.	7.28	8.13	10.45	11.47	3.07	4.24	5.20	5.27	5.47	6.15	7.20
Fanning ...Dep.	7.31	8.17	10.49	11.51	3.11	4.28	5.24	5.31	5.51	6.19	—
Taipei Market Dep.	7.41	8.27	10.59	12.02	3.21	4.38	5.34	—	6.01	6.29	—
Taipei ...Dep.	7.45	8.32	11.04	12.07	3.25	4.42	5.38	—	6.05	6.33	—
Shatin ...Dep.	7.58	8.46	11.17	12.21	3.38	4.55	5.51	—	6.18	6.46	—
Yuenai ...Dep.	8.12	8.57	11.29	12.33	3.50	5.08	6.03	—	6.30	6.58	—
Kowloon ...Arr.	8.20	9.06	11.37	12.41	3.58	5.16	6.11	6.04	6.38	7.06	7.20

### SHA TAU KOK RAILWAY.

	A.M.	A.M.	P.M.	P.M.	P.M.	P.M.
Fanning ...Dep.	7.45	11.30	2.20	3.20	6.25	—
Shatin ...Dep.	8.40	12.25	3.15	4.15	7.20	—
Shatin ...Arr.	—	—	—	—	—	—
Fanning ...Arr.	—	—	—	—	—	—

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## POLITICS UNDER ARMY CONTROL.

CHIANG KAI SHEK'S DETERMINATION TO DOMINATE  
DEPARTMENTS.

### MOVE AGAINST LABOUR TYRANNY.

[By GEORGE E. SOKOLSKY.]

Reorganization problems are continuing to loom large with the Nanking Government and progress is extraordinarily slow because so much has to be done all over again.

The Commission system which is a hang-over from the days of alliance with Soviet Russia is an embarrassment which is not easily dispensed with, as those arguments which were used in promoting the system still apply, namely, that it prevents any one man from becoming a tyrant and that it avoids the constitutional necessity of a parliament, which has naturally enough become an obnoxious organization. Yet, the Commission form of government is not working here and it did not, as a matter of fact, ever function satisfactorily in Canton or in Hankow. It will have to be overthrown sooner or later and there is no reason for its delay, except that while some leaders are at the front fighting and others are engaged in over-coming the Communist influence within the Party, there is little time for reconstruction.

In some directions, however, steps are being taken to effect changes. The Political Departments, which were attached to each army corps to assist the Communists, are for all practical purposes abolished. They have been placed under the control of the army commander, which means that they will, in fact, cease to function in accordance with the original design. The Political Department had to do originally with propaganda and eventually it became in many instances the agency of Communist propaganda and the Communist Party of China to undermine the generals and the Nationalist Government. It can never be forgotten that it was the head of the Political Department of Cheng Chien's army, Lin Tze Hon, who organized and carried through the Nanking outrage. Similarly, it was General Chiang Kai Shek's experience that he was constantly being undermined by various Political Departments at the head of which were usually Communists or Left Wing Kuomintang members, who were associated with the Communists.

#### Change A Slow Process.

The propagandistic activities of the Political Departments were of great value in winning the war; not only were the soldiers inspired to fight for principles, not only were they drilled in slogans and taught to spread these ideas among the labourers and peasants, but the Political Department agents preceded the army and prepared the populace to receive the Nationalist army. This service would ordinarily be of tremendous value to the present time, except for the fact that most of the Political Departments have been working for four years in one direction and it is not easy to change their course now. As regards Chinese affairs or inter-

national relations they have been taking their orders from those who now control Hankow and it is difficult for a man to advocate one set of doctrines for four years and then suddenly denounce those doctrines. It is easier to subordinate and then to destroy the Political Departments than to change their tone. A still more significant change appears in the labour regulations which Nanking has decided upon and which are a complete reversal of the Hankow Communist policy. An arbitration board is appointed which will seek to prevent strikes. The board of arbitration in each instance will consist of a representative of the Government who will meet with one representative of each of the parties concerned, that is of capital and labour. The board of arbitration will not have the power to settle differences between capital and labour but it will determine the scope of labour organizations. Whenever difficulties in a mill cannot be settled within 24 hours, the Government is to be appealed to and a board of arbitration is to be appointed. Now comes the teeth: Whenever a board of arbitration has been appointed by the Government, both sides are required to obey its orders. Should either party in a labour difficulty be dissatisfied with the decision of the Board of Arbitration, an appeal may be made to the Government, whose decision must be final.

#### An End To Strikes?

These regulations are designed to end the tyranny of labour unions which have been encouraged. There is no attempt to oppose trade unionism or to advocate uncontrolled capitalism. But the Communist principle of the dictatorship of the proletariat is opposed and it will be fought by Nanking whenever it reappears. Strikes that are economic can always be settled on a sheer economic basis; strikes that are semi-political, which are the results of agitator activities by Communists can never be settled because there is no basis for a meeting of the minds of capital and labour. Most of the strikes in recent years have been of this nature and the result of them has been that labour has been exploited horribly while capital investments have been endangered and many industries have actually gone to the wall. The Nanking Government will not permit similar activities within its jurisdiction. There will, however, be days of strikes of a purely political nature, such as the anniversary of the death of Dr. Sun Yat Sen, etc. These, however, are well-known to all employers of labour and can be included in factory agreements. The Nanking Government's motions are slow and may not appear on the surface to be effective, but the fact remains that for the first time in many years, May has passed without strikes and lockouts.—North China Daily News.

## SINGAPORE'S DESPERATE GUNMEN.

SENSATIONAL AFFAIR IN  
BEACH ROAD DISTRICT.

SINGAPORE, June 6th.  
Once again Singapore gunmen have been at work.

About 6.10 p.m. on June 4th a Chinese detective was in Beach Road with a friend, when he saw five Chinese whom he knew to be bad characters. He called one of them by name, telling him to stop as he wanted to search him.

As the detective went up to him it is alleged that the Chinese drew a revolver and fired. He missed. The detective then drew his own revolver, but before he could pull the trigger two men behind him drew theirs and fired at him. The detective was hit in the thigh and fell to the ground.

The wounded man was taken to hospital while the five alleged assailants made off.

About 3.30 p.m. yesterday Inspector R. Cowie and a number of detective constables with an informer were on rounds looking for the men.

#### A Search And A "Pot Shot."

Inspector Cowie and his party entered People's Market, where there were several fan-tan schools going on; these soon broke up.

The inspector's attention was attracted to a Chinese dressed in black who was hurrying away and as he turned one of the police is alleged to have recognised him as being among those who had taken part in the shooting.

When the police gave chase the man ran round to the back of the police barracks in Park Road where he fell down, but he got up again and ran on.

Inspector Cowie seeing that he was nearing a crowded district drew his revolver and took a "pot shot," at the man. The distance was too great, however, and the man was not hit. Eventually the police lost sight of him as he disappeared down a side street. The police kept up their search for several hours, but nothing more was seen of the Chinese.

## DIARY OF EVENTS.

### To-day.

St. Barnabas Day.  
Formation of Heaven and Earth (Tren-ti-tan-hua).  
Sanitary Board Meeting, 4.15 p.m.  
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.  
Concert for Services, "Cheer O" Y.M.C.A., 6.30 p.m.  
Dinner Dances at Cafe Restaurant Parisien.  
Queen's Theatre: "The Exquisite Sinner."  
World Theatre: "The Fall of Troy." Part II: "The Destruction of Troy."  
Star Theatre: "The Dixie Handicap."  
Principal Mails:—Outward: Europe via Marseilles, etc. (Diamond), 2.30 p.m.; Canada, U.S.A., etc. Europe via Victoria, B.C., and via Siberia (President Jackson), 5 p.m.

### Wednesday.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.  
Tennis League: I.R.C. v. C.R.C. (B) Division, 5.20 p.m.; H.K. C.C. v. K.C.C. (A) Division, 5 p.m.  
Hong Kong Football League annual meeting, Volunteer Headquarters, 5.30 p.m.  
"The Knolly Oly Birds" entertain at The Cinema Mount Austin Barracks, 8.30 p.m.  
St. Peter's Y.M.C. Moonlight Picnic, Repulse Bay. Launch leaves Queen's Pier, 8.30 p.m.  
Dinner Dances at Cafe Restaurant Parisien.  
Queen's Theatre: "The Exquisite Sinner."  
World Theatre: "Soul Fire."  
Star Theatre: "The Dixie Handicap."  
Principal Mails:—Inward: Europe via Siberia (Aachen), 1858.

### Thursday.

King Gustaf of Sweden born, 1858.  
Entries close for H.K. Jockey Club 5th Extra Race Meeting, 1 p.m.  
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.  
Subscribers list for Subscription Griffin closes, 5 p.m.  
St. Peter's Church, Ladies' Guild Devotional meeting, 5.30 p.m.  
Dinner Dances at Cafe Restaurant Parisien.  
"The Knolly Oly Birds" entertain at Royal Naval Canteen Theatre, 8.30 p.m.  
Queen's Theatre: "Stage Struck."  
World Theatre: "Old Home Week."  
Star Theatre: "Perch of the Devil."  
Principal Mails:—Inward: Australia, etc. (Aki Maru).

### Friday.

Tea Dances: H.K. Hotel, Hotel Savoy, King Edward Hotel and Cafe Parisien, 4.30 p.m.  
Annual meeting St. Peter's Young Men's Club, 8.30 p.m.  
Dinner Dances at Cafe Restaurant Parisien.  
Queen's Theatre: "Stage Struck."  
World Theatre: "Old Home Week."  
Star Theatre: "Perch of the Devil."  
Principal Mails:—Inward: Parcel Mail from U.K. (Kalyan). Outward: Australia, etc. (Chang-te), 5 p.m.

### Saturday.

Golf: Bogey Pool, Fanning.  
Lawn Tennis League:—Division I: K.D.R.C. v. C.S.C.C.; K.C.C. v. Taikoo R.C.; Police R.C. v. K.B.G.C. Division II: E.P.R.C. v. K.C.C.; C.S.C.C. v. C.C.C.; R.H.K.Y.C. v. Club de Recreio; Taikoo R.C. v. K.B.G.C.  
Lawn Tennis League:—"B" Division: University v. H.K.C.C.; K.C.C. v. U.S.R.C.; I.R.C. v. M.B.K.; R.E.s. v. Recreio; S.C.A.A. v. Nippon Club; C.R.C. v. C.C.C. "C" Division: H.K. C.C. v. Netherlands T.C.; Recreio v. K.C.C.; Nippon Club v. S.C.A.A.; C.C.C. v. Taikoo R.C.; C.R.C. v. R.A.O.C.  
H.K. Baseball League: Tigers (S.C.A.A.) v. Club de Recreio, Happy Valley Diamond, 4 p.m.  
St. Peter's Y.M.C. Launch Picnic, Launch leaves Queen's Pier, 3.30 p.m.  
European Y.M.C.A. Bathing Picnic, Island Bay.  
Tea Dances: H.K. Hotel, Hotel Savoy and Cafe Parisien, 4.30 p.m.  
Dinner Dances at Cafe Restaurant Parisien.  
Concert for Services at City Hall.  
Queen's Theatre: "Stage Struck."  
World Theatre: "Old Home Week."  
Star Theatre: "Perch of the Devil."  
Principal Mails:—Outward: Europe via Marseilles, etc. (Suzer Maru), 9.30 a.m.

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[A.P.B.]





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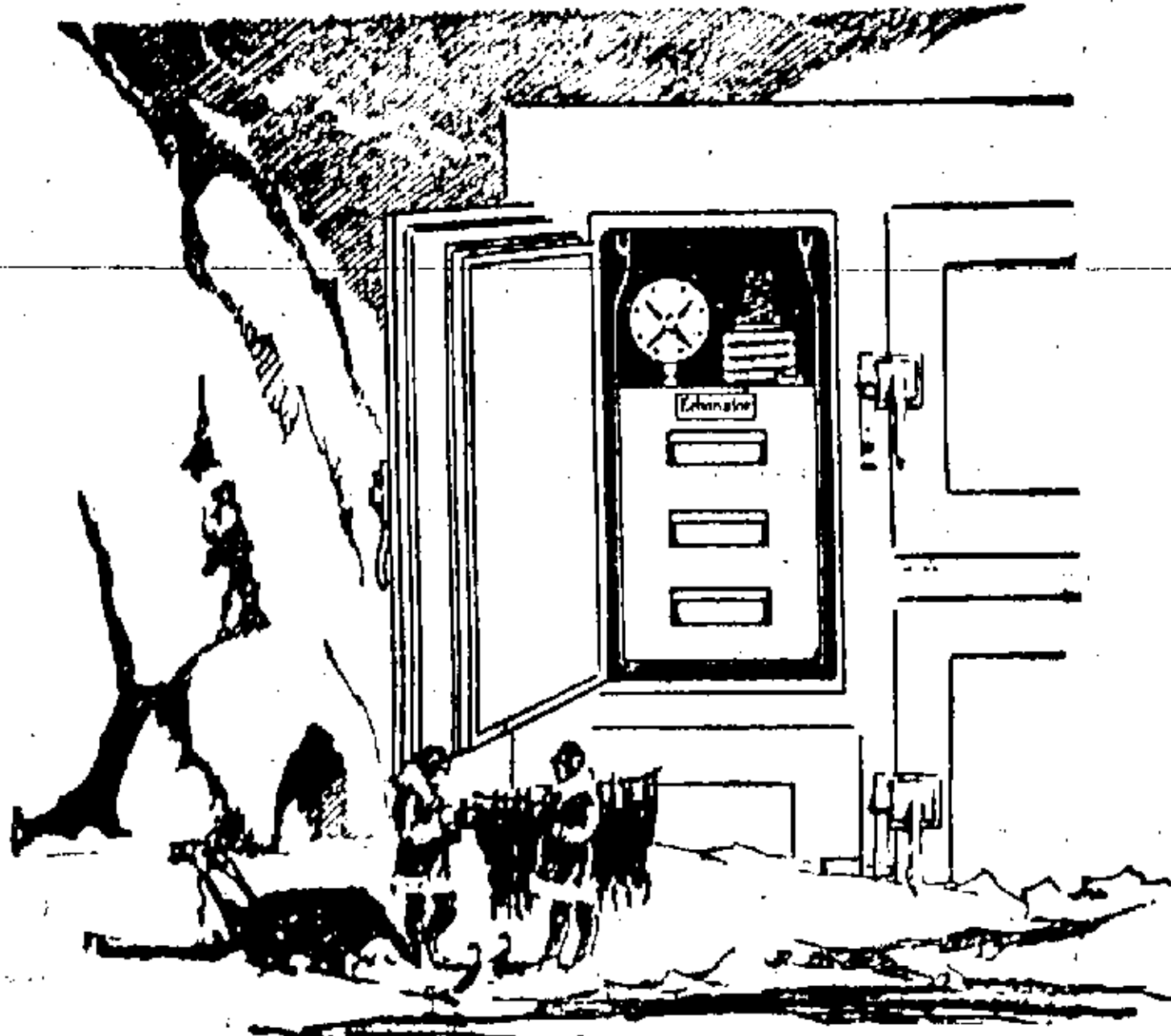
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## POSSIBILITIES OF THE NEW TERRITORIES.

A THOUSAND MILLION CABBAGES A YEAR.

THE PROPOSED AGRICULTURAL SHOW.

THE GOOD IT IS LIKELY TO DO.

It is proposed to hold an Agricultural Show in the New Territory next winter, and the question at once arises—What use is it? What good is it likely to do? The annual flower show in Hong Kong brings flower lovers together, enables them to see what others are doing and gives encouragement to the gardeners. But an agricultural show, like some of the attractions in the flower show, it can scarcely be said to have a social function and it is not likely to be much of a beauty to attract the general public and one must, therefore, look to other factors to ensure its success.

The New Territory with the exception of the urban districts adjoining Kowloon depends entirely on agriculture and fishing. There is evidence that the hills were at one time much better timbered than now, but the present pine and brushwood serves little more than for fuel. Old terraces up to 2,000 feet were probably tea plantations in the days before the scientific growing and curing of tea in India ousted the China product. A few tea plants may still be found near the villages but it seems that the hills which form the bulk of the Territory are of little economic account. There is then left some 10,000 acres of agricultural land, most of which bears two crops of paddy a year, some a third crop of sweet potatoes, some of the more sandy land grows groundnut and sugar cane in the summer while much land adjoining the urban districts is given up to vegetables.

### Better Use Of The Land.

The question then arises, can better use be made of the land? A large part of our vegetable supply comes from the Canton Delta and was cut off during the boycott of 1925 and 1926. Would it not be better to devote more land to vegetable growing in place of rice, seeing that the latter can be imported from Saigon and Bangkok. No doubt the Delta is more fertile, communications are good, and as a "boycott" measure it might be desirable to exploit New Territory vegetable growing much beyond what would be economic in normal times. But even assuming "normal" conditions and a free dam from political strikes and boycotts it is probable that better use could be made of the agricultural land in the Territory than is now done. An agricultural population is usually a conservative one and is liable to lag behind the times, and probably paddy is grown on much land through "old custom" where vegetables would be a better paying crop. Of course, it is not to be expected that a few amateur gardeners can teach "The Farmers of forty centuries" much about their business. But still there are possibilities of improvement. By scientific selection of varieties it has been found possible to grow wheat in Canada much further north than could be done 20 years ago with the result of much greater production. By high class farming the yield of wheat in England amounts to over 30 bushels an acre against a yield of less than 20 bushels in Canada. The farmers of the New Territories are not so rooted to traditional customs that they will not adopt new and improved methods of cultivation, or will reject seeds which produce better results, if only it can be shown with reasonable certainty that the new methods and new seeds will produce better results than the old ones. So small an area as 10,000 acres of agricultural land would not be worth the establishment of an Agricultural College, but the publicity of an agricultural show might make known something of what is being done at the Ling Nan Agricultural College, Canton. The Nanking University, in the Philippines and by the Botanical and Forestry Department, Hong Kong, besides bringing together those interested and making known requirements of both consumer and producer.

A few figures will show the possibilities of the situation. The population of Hong Kong and the New Territories is about 700,000. The consumption of rice amounts to about a pound per head per day, this works out to 114,000 tons a year. No figures are available for the actual production of rice in the New Territory. But from statistics relating to India and elsewhere it seems that half a ton per acre may be reckoned as a fair annual yield; this gives only 20,000 tons a year or about one-sixth of the requirements of the Colony, and it is clear, therefore, that we cannot reckon on keeping ourselves in rice. We may, however, fairly reckon on increasing the crop as has been done in the case of wheat in other countries and a dissemination of the knowledge that has been gained in other places may help the farmers of the New Territories to improve their methods and so increase their crops.

### Vegetables.

Now turn to vegetables, a cabbage requires about two square feet, or three square feet allowing for paths in the vegetable garden. This is equal to 14,500 per acre or 500 million on the 10,000 acres of the New Territory or 1,000 million allowing two crops a year. This comes to four cabbages (or their equivalent in other vegetables) per head per day for the 700,000 inhabitants of the Colony. Probably one third of a cabbage per day or one-twelfth of this supply would be ample. This allows a large margin for such land as is so situated as to be unsuitable for vegetable gardening. Surely one-twelfth of our agricultural land might be made accessible to the Hong Kong market by steam launch, railway or motor road. It must be clearly borne in mind that it is no advantage to the Colony if it must subsidize farmers by railways, roads, irrigation schemes or otherwise in order to enable them to compete with the growers in the more fertile land of the Canton River Delta. We, however, already have a railway, some miles of motor roads and water ways which command a great length of coast line and it seems that there is not much more to be done in this direction. There is, however, the important question of manure. The land in the Delta is no doubt more fertile than the average of land in the Territory. Vegetables require more fertilizer than rice. It is the manure by the use of which the Chinese are enabled to maintain her dense population. If you do not return to the land what you take out of it, it will eventually cease to yield crops. The trouble with the use of night soil is that it is unpleasant, and is a danger to health. The Chinese have solved the second difficulty by boiling all water and cooking all food and are indifferent to the former one. The Westerner solves both difficulties by the wasteful method of turning the night soil into the sea. The great profit for modern sanitary authorities is how to use the human excreta from the towns, in the place where it should be used on the land—without its being a nuisance and without its being a danger to health. When some practical means are evolved of conveying the night soil to the land without its being a nuisance in transit, and when the Chinese market gardeners have learnt that spraying it over their vegetables is a mistake—that it should go to the roots—there will be little more to be done in the way of fertilizer. And with the railway, motor roads and steam launches the Colony should be self supporting in the matter of vegetables.

### Fruit.

Fruit is the next consideration. Bananas are probably the fruit in most common use. Delay in marketing counts for little here, the fruit will ripen in transit. It is doubtful if much can be done to compete with the more fertile and better watered land of the Delta, but better varieties might be introduced which would meet the handicap imposed by nature.

Pine apples are well established in the Territory. There are, however, only one or two varieties commonly grown and they mature in about four weeks in July and August; if other varieties could be introduced maturing earlier and later it would be a great help to the fruit supply. The pine apple has the advantage that it is typhoon proof and the disadvantage that it leads to a considerable amount of surface denudation of the soil.

Papaya is another fruit easily grown and it seems that all that is required is to prevent deterioration in the quality by the supply of seeds of any improved varieties which may be introduced. The Chinese boil papaya for food as a vegetable while the fruit is still green. The Europeans, on the other hand, eat the fruit when ripe only. Within recent years papayas have come greatly into favour as a seasonal fruit. If they are cultivated extensively in the New Territory, a profitable market might be found for them in Shanghai and the Northern ports where, on account of the climate, the fruit cannot be grown.

Oranges and lichees are both grown in the Territory. Of the former, the small loose skinned orange "kat-tai" is the only one grown to any extent. Lichees are largely grown at Fanling and there are several new plantations in the neighbourhood. The trouble with these and with all fruit is that there is no reliable "nursery gardener" in the Colony from whom one could be sure of obtaining plants of a variety asked for and if something could be done by the Botanical and Forestry Department or by private enterprise to meet this difficulty it seems not unlikely that the local demand might be met by local production. In this respect the recommendation of the Committee on the Economic Resources of the Colony may be usefully

(Continued on next column.)

## HONG KONG STOCK EXCHANGE.

CLOSING QUOTATIONS.

JUNE 13th, 1927.	
H.K. Bank	\$1,074 nom.
Do.	£117 nom.
Chartered Bank	£20 nom.
Mercantile Bank, A. & B.	£20 nom.
Do.	£213 nom.
P. & O. Bank	£29 buy.
East Asia Bank	\$68 nom.
Canal Insurance	\$220 nom.
China Underwriters	\$380 nom.
North China Ins.	Tls. 143 buy.
Union Insurance	\$2794 buy.
Yangtze Insurance	M. \$40 nom.
China Fire Insurance	\$210 nom.
Hong Kong Fire Ins.	\$600 nom.
Douglases	\$31 buy.
Steamboats	\$223 nom.
Hong Kong Tugs	\$110 nom.
Indo-China (Prof.)	\$40 nom.
Do.	\$60 sel.
Shell Transport	\$5, nom.
Star Ferries	\$63 sel.
Waterhouse	\$15 buy.
China Sugars	\$15 sel.
Mulden Sugars	\$61 nom.
Benguet	\$170 buy.
London Mining A.	40, buy.
Langkat (combined)	Tls. 242 nom.
Do. (single)	Tls. 93 nom.
S. S. Explorations	Tls. 4 nom.
Shanghai Loans	Tls. 7 nom.
Kaiser	\$4 nom.
Trough Mines	\$2, nom.
Ural Caspian	\$7, nom.
H.K. & W. Wharves	\$104 buy.
H.K. & W. Docks	\$38 nom.
Hongkong & S. S.	Tls. 14 buy.
New longwings	Tls. 115, 51 buy.
Shanghai Loans	Tls. 107, buy.
H.K. & S. S. Lines	\$120 sel.
H.K. Land	\$44 buy.
Long Hong Realty	\$6 sel.
H.K. Terraces	\$5, 2 nom.
Humphreys & Bates	\$123 sel.
Prince's Building	\$58 nom.
Kwai Land	\$14 nom.
Kwo Cotton	Tls. 740 sel.
Shanghai (old)	Tls. 210 nom.
Shanghai (new)	Tls. 52 buy.
Do. (new)	Tls. 26 buy.
China Dues	Tls. 7 buy.
H.K. Airways	\$20, 63 buy.
Peak (new)	\$15 nom.
Do. (old)	\$8 nom.
Singapore Tractors	\$12 nom.
Amusements	\$24 buy.
Canal Ins.	\$5 nom.
Cement (combined)	\$7, 35 buy.
Do. (old)	\$6, 60 buy.
Do. (new)	\$1 sel.
China Lights (comb.)	\$1420 nom.
Do. (old)	\$102 nom.
Do. (new)	\$74 nom.
China Providents	\$44 buy.
Constructions	\$230 nom.
Dairy Farms	\$154 sel.
Der A. Wings	\$6 nom.
H.K. Electric	\$523 sel.
Macao Electric	\$35 buy.
H.K. Ropes (old)	\$10 nom.
Do. (new)	\$5 nom.
Lane Crawford	\$7 sel.
Mackintosh	\$194 nom.
Sinceres	\$84 nom.
United Asbestos	\$20 nom.
Watsons (old)	\$11 buy.
Wm. Powells	\$6 nom.
Telephones	\$370 nom.
Buy—buyers; sell—sellers; sel—sales	nom.—initial.

## EXCHANGE.

CLOSING QUOTATIONS.

JUNE 13th, 1927.	
ON LONDON—	
Telegraphic Transfer	2/
Bank Bills, on demand	2/0 1/16
Bank Bills, at 30 days' sight	—
Bank Bills, at 4 months' sight	—
Credits, at 4 months' sight	2/1
Documentary Bills, 4 months' sight	2/1 1/2
ON PARIS—	
Bank Bills, on demand	1,240
Credits, 4 months' sight	1,315
ON NEW YORK—	
Bank Bills, on demand	42 1/2
Credits, at 60 days' sight	50 1/2
ON BOMBAY—	
Telegraphic Transfer	—
Bank Bills, on demand	134 1/2
ON CALCUTTA—	
Telegraphic Transfer	—
Bank Bills, on demand	134 1/2
ON SHANGHAI—	
Private, 30 days' sight	nom.
ON YOKOHAMA—On demand	104 1/2
ON SINGAPORE—On demand	96 1/2
ON BATAVIA—On demand	121
ON HAIPHONG—On demand	nom.
ON SAIGON—On demand	—
ON BANGKOK—On demand	82 1/2
SOVEREIGN, Bank's Buying rate	\$9.55
GOLD LEAF, 100 fine, per tola	—
SILVER, per oz.	208

urged on the attention of the Government with a view to an officer of the Botanical Department being available as adviser to local farmers.

Advice To Prospective Exhibitors.  
The Committee of the Agricultural Show has decided, as this is a first attempt, to confine the competition classes to rice, sugar cane, vegetables, roots and fruit, but it is hoped that other exhibits will be put in for competition, but which will be of use in showing the requirements in the way of agricultural implements and in supply available in the way of fertilizers and as to information on agricultural questions and it is hoped that all those interested in the subject will assist to make this first attempt a success. Already there are indications that firms of importers of agricultural implements are interesting themselves in the possibilities of the December Exhibition. The Committee are anxious to give every facility to prospective exhibitors; applications for space within the exhibition building should be made without loss of time. L.O.

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(for Tientsin & Peking), Dairen and  
return to Hong Kong.

	"PATROCLOS"	"ANTENOR"	"HECTOR"
	11,316 tons.	11,174 tons.	11,198 tons.
Leave Hong Kong	June 23rd	July 21st	Aug 25th
Arrive Shanghai	" 26th	" 24th	" 25th
Leave Shanghai	" 29th	" 27th	" 31st
Arrive Tsingtau	July 1st	" 29th	Sept. 2nd
Leave Tsingtau	" 1st	" 29th	" 2nd
Arrive Wei-Hai-Wei	" 2nd	" 30th	" 3rd
Leave Wei-Hai-Wei	" 2nd	" 30th	" 3rd
Arrive Taku Bar (for Tientsin & Peking)	" 3rd	" 31st	" 4th
Leave Taku Bar	" 6th	Aug. 4th	" 8th
Arrive Chingwangtao	" 7th	" —	" —
Leave Chingwangtao	" 7th	" —	" —
Arrive Dairen	" 8th	" 7th	" 9th
Leave Dairen	" 12th	" 9th	" 18th
Arrive Taku Bar	" —	" —	" 19th
Leave Taku Bar	" —	" —	" 20th
Arrive Wei-Hai-Wei	July 13th	Aug. 14th	" 21st
Leave Wei-Hai-Wei	" 13th	" 10th	" 21st
Arrive Tsingtau	" 14th	" 11th	" 22nd
Leave Tsingtau	" 15th	" 12th	" 23rd
Arrive Shanghai	" 17th	" 14th	" 25th
Leave Shanghai	" 23rd	" 20th	Oct. 1st
Arrive Hong Kong	" 26th	" 23rd	" 4th

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S.S. "TJISONDARI" ...	30th June to BATAVIA direct.
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[A.P.R.]

## UNITED STATES' MERCHANT SHIPPING.

AN ENGLISHMAN'S SURVEY OF ITS PRESENT-  
DAY PROSPECTS.

SOME IMPORTANT FACTORS IN THE PROBLEM.

Mr. Hardy, who has contributed to Lloyd's List the article which follows, is well known as the author of a number of important works on shipping and shipbuilding topics, among his publications being *Merchant Ship Types and Bulk Carriers*. Although he is at present resident in America, it will be seen that his standpoint in this article is that of a friendly English observer seeking to understand the realities inspiring the movement to place the American Mercantile Marine on a sound basis.

[By A. C. HARDY, B.Sc., F.R.G.S.]

A study of American shipping is at one and the same time educative and bewildering. It is educative because conditions of operation impose factors not to be found anywhere else in the world; it is bewildering because of the apparent anomalies which legislation, political wire-pulling, and enthusiastic but misinformed flag-waving have created.

It has become the fashion of recent years for outside nations to treat America's efforts to establish a big mercantile marine in some what the same manner as an old dog regards the efforts of a puppy trying to catch its own tail. Out-siders not acquainted with the "internal" America may be excused in some measure for doing this, but those who have acquaintance with the earnest efforts that have been made to place the American merchant marine on a firm world basis know that such contempt is as ill-mannered as it is ill-considered.

The trouble with the American merchant marine is that few people understand thoroughly its real position in the country's make-up. The people who understand it and who are fighting for it are definitely not the shippers, because if the shippers do choose to understand it, their pockets are affected. To ship goods in American bottoms to overseas ports when foreign bottoms are available in quantities is an expensive luxury in most cases, and no one will blame the shipper for going to the cheapest transport channel available. The people who really understand the situation realize this, and they recognize that the American ship can only begin to compete on a fair basis with the foreign ship in ocean carrying when the most economical type of carrying can be offered. Even so, complete equality of operation cannot be attained.

### The Conversion Programme.

From this viewpoint, the fruition of the Shipping Board's conversion programme, whereby semi-obsolete steam cargo ships were remodelled into up-to-date motor freighters, is tremendously significant. This and this alone is the first serious attempt to establish a real 1927 type all-American merchant marine. And yet what tribulations, what wire-pullings, what vicissitudes there were before the accomplishment. We, who are outsiders, can perhaps afford to be superior at the apparently feeble struggles of the commercial Colossus of the age to produce a fleet commensurate with its industrial greatness; we may affect contempt at the fact that nearly ten years after the Armistice of 1918 there is but one American mammoth of the ocean—the much vaunted *Leviathan*. We may express surprise that sound shipping men should propose to take 20-year-old ex-transatlantic "flyers," fitted with some of the best designed reciprocating propelling machinery of the age, gut them, re-build everything but the hull, and fit them with turbines. When we really appreciate what the Shipping Board has been up against and how the flag-wavers have waved the flag of ignorance on the pole of misunderstanding, hindering rather than helping, we must inevitably moderate our criticism and turn our mockery into admiration for what has been accomplished. If the ramifications of American shipping policies and reactions are misunderstood and misinterpreted, it is because they are not easy of interpretation. The Americans themselves do not realize the situation fully.

### The Keypoint.

The keypoint to the situation appears to be in the constitution of American industrial organization. High tariffs with high wages, the best living conditions in the world, and generally contented workers, the sledge hammer mechanic, as opposed to the European watch-maker mechanic, and mass production, all combine to make American products saleable the world over. The key word to the key note is mass production, and shipping is an industry to which the pent up force of mass production cannot be applied. The high wages which a motor car building mechanic earns for turning one nut per minute per car enables the car to be marketed at a price with which the world outside cannot hope to compete. There are hundreds of thousands of cars, but for every hundred thousand cars there are but ten ships—no mass production in other words. America showed the world mass production of ships during the world war, and there is no finer epic than that of shipyards appearing in a night; of ships fabricated by the hundred, miles away from the sea coast, assembled by soda fountain attendants, riveted by

shoe-shine men. The world may see the results of this mass production now, swinging at rusty mooring chains. American industry, in a word, cannot think, not always realize, and it is a point which the flag-waver does not understand, or he would wave a modified flag.

### Coastwise Shipping.

These remarks apply only to ocean shipping where foreign competition is met with. They do not apply at all to coastwise shipping. This brings us to another important point which we can state in the form of the following equation:—  
*U.S. Merchant Marine—Coastwise plus Ocean*,  
where "coastwise" is a highly protected industry, so much so that it forms an entirely separate and special study. It embraces the shipping actually on the coast—call it coastal traffic; it includes big fishing fleets, bays, sounds and rivers such as the Chesapeake, Potomac, Hudson River, etc.; it is concerned with transportation on immense inland waterways (the Mississippi and its tributaries, the Ohio, Monongahela, etc.), and it controls bulk transportation of iron ore, coal and grain upon the largest fresh-water areas in the world—the Great Lakes. Traffic to and from the Hawaiian Islands comes entirely within the provisions of the coastwise laws.

From New York to Key West is 1,128 miles by recognized ship route. From Honolulu to San Francisco is 2,112 miles. The Great Lakes system has a total estimated area of about 95,000 square miles. St. Louis, principal river port of the vast Mississippi system, is distant some 1,100 miles above New Orleans at the head of the delta. It may seem that the term "coastwise" is a wide one to apply to such a collection of ship types and duties, but one uses it advisedly. All this shipping, which includes, by the way, no less than 57 distinct ship types, is by law a closed industry. Under the provisions of the coastwise law ships trading between American ports and engaged in American business must be American-built, manned, and owned. The one exception to the list is trade between American ports and ports in the Philippine Islands, these last being culling places for most British-flag ships engaged in round-the-world services from New York. There are special reasons for this.

Vast coastlines, long ocean hauls, immense inland waterways, all served by American ships for the carriage of American goods. Here surely is the American merchant marine, her own natural industry, her special business, barred to the foreigner and of the significance of which the foreigner can have no conception. We have no coastwise traffic. It is all coastal traffic and open to the flags of all nations. Our local shipping problems are entirely different from those of the Americans and the ships are mainly auxiliaries to the railroads. Our destiny is upon the High Seas. So that although the efforts of America to establish a world merchant marine may seem strange and even futile, let us never forget that she has already a big domestic, or home, merchant marine ranging all the way from the *Malolo* of the Matson Line, one of the biggest and finest passenger carriers in the world; to a fleet of some 700 tow-boats in New York harbour alone. There is food for thought in this fact, and the difference in outlook brought about by a geographical difference is illuminating also.

### Ship-mindedness.

Japan's position with regard to local shipping conditions is somewhat similar to ours, because she is an island country with shorter coastboards than those of America. Australia, on the other hand, is faced with similar problems to those of America. It has been urged by those who disparage the efforts of America to secure a world merchant marine that the Americans are not ship-minded. This is incorrect, comparatively, and with reservations. The seaborne American shows considerable interest in shipping, and shipping reports in American dailies are far more detailed and accurate than you will ever find in our own dailies. But you cannot expect a prospector in Arizona, or a farmer in Iowa to be ship-minded. He has never seen the sea, and it does not enter into his scheme of things. On the other hand, there are people living within a 20-mile radius of London who have never seen the sea. If a senator from somewhere in the Middle-West United States votes against an appropriation from Congress for a merchant marine, he cannot in all conscience be blamed, especially too, as many senators are noted for their verbosity rather than for their vision. The whole problem is vast and complicated. In the meanwhile, however, let us remember that some 4,000,000 tons of shipping is engaged in American coastwise trade proper, and that the Sault Ste. Marie Canal handles in eight months considerably more tonnage than Panama and Suez in twelve months.

\*See the Author's "American Ship Types" (Chapman & Hall, Ltd.).

## HOLLAND'S 16TH INDUSTRIAL FAIR.

EXHIBITS FROM CHINA AND JAPAN WANTED.

The Spring Fair was held at Utrecht from the 15th to the 14th of March, 1927, when Queen Wilhelmina showed her continued interest in the Fair by a personal visit, accompanied by her daughter, Princess Juliana. Nearly 400,000 visitors attended. The total number of visitors being over 2,000,000.

The Fair was the most successful, from a business point of view, since 1921.

The number of exhibitors was 975 as against 933 in the 1926 spring fair. The Netherlands (Holland) took the lead with 626 exhibitors followed by Germany with 168, France 77, Great Britain 63, Belgium 40, the United States of America 38. There were also exhibitors from Hungary, Italy, Norway, Austria, Spain, Czechoslovakia, Sweden and Switzerland. There were no exhibitors from China or Japan.

The autumn fair will be held from 6th to 15th September, 1927, and is to be of an international character.

The Netherlands Consul General will be glad to put prospective exhibitors in contact with the Secretary General with a view to arrangements either for the autumn fair or the 1928 spring fair.

## WORK OF THE S.P.C.A.

The following is a combined report of the work of the Inspectors for the past month:—

TRANSPORT.	
Poultry, crates	2,633
Poultry on trucks and lorries, loads	212
Poultry in junks and ferries, crates	179
Poultry by rail crates	22
Pigs in junks	1,030
Pigs on trucks and in baskets	1,600
Pigs by rail	55
Cattle in junks	320
Sheep and goats in junks	30
Cattle ashore	150
Sheep and goats ashore	60
Cages of birds	14
Dogs by rail	1
Dogs Tai-po Market	32
Cats Tai-po Market	10

IMPORTS.	
Poultry, crates	3,491
Pigs	9,968
Cattle	2,474
Sheep and goats	612
Crickets, baskets	4
Cages of birds	62
Rabbits	14
Terrapins, baskets	6
Kites	6
Dog	1
Civet cats	3
Monkeys	10
Ponies	9
Tortoises, crates	2
Pheasants	8

EXPORTS.	
Poultry, crates	137
Cattle	554
Sheep and goats	89
Ponies	25
Cages of birds	6

VISITS.	
Birdshops	20
Dogs Home	56
Railway Stations	26
Landing places	73
Poultry Depots	117
Dealers Shops	28
Cattle Depot	23
Pig pens Yau-mati	5

MISCELLANEOUS.	
Ignorant cruelty cases corrected	15
Markets watched, times	57
Ferries watched, times	46
Cases investigated on reports received	3
Dogs admitted to Home during month	19
Dogs claimed in Home during month	4
Dogs sold in Home during month	5
Dogs destroyed	4
Dogs died in Home during month	2

incorrect, comparatively, and with reservations. The seaborne American shows considerable interest in shipping, and shipping reports in American dailies are far more detailed and accurate than you will ever find in our own dailies. But you cannot expect a prospector in Arizona, or a farmer in Iowa to be ship-minded. He has never seen the sea, and it does not enter into his scheme of things. On the other hand, there are people living within a 20-mile radius of London who have never seen the sea. If a senator from somewhere in the Middle-West United States votes against an appropriation from Congress for a merchant marine, he cannot in all conscience be blamed, especially too, as many senators are noted for their verbosity rather than for their vision. The whole problem is vast and complicated. In the meanwhile, however, let us remember that some 4,000,000 tons of shipping is engaged in American coastwise trade proper, and that the Sault Ste. Marie Canal handles in eight months considerably more tonnage than Panama and Suez in twelve months.

\*See the Author's "American Ship Types" (Chapman & Hall, Ltd.).

TO-DAY & TO-MORROW

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2.30, 5.10, 7.15, 9.20



*A Picture of Untamed Love!*  
with CONRAD NAGEL  
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Directed by JOSEF VON STERNBERG  
Scenario by Josef von Sternberg and Alice D. Miller, from the novel "Escape" by Alden Brooks.

HERE is the struggle of romantic love against the chains of convention, pictured in such a way to touch your heart.

A young man of wealth—the fiancée his parents pick for him—the angry girl who holds out to him the adventure of love—what a miracle of true thrills and surprising turns!

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WORLD**

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HANDICAP  
STAR**

FLEET PHOTOGRAPHIC STAFF.

DUTIES AND RESPONSIBILITIES.

KINEMA BEING USED.

A Fleet Order states that the photographic staffs of the various fleets are to work under the direction of the commanding officers of the photographic squadrons, or, on stations where no ship is specially fitted for photography, as may be arranged by the senior officer consistently with this order.

The primary duty of the photographic staff is to carry out the photographic record of target practices, but as far as possible the photographic duties of the officers and ratings concerned are to be combined with ordinary ship duties.

The following work may also be carried out at Government expense, but prior approval is to be obtained as indicated:—  
(a) Photographs of damage resulting from accidents, with approval of commanding officer; (b) Photographs of machinery, fittings, new designs, etc., to accompany official reports, with approval of commanding officer; (c) Photographic or cinematographic record of events of definite naval interest or of unusual historical importance, with the approval of the senior naval officer present, the length of film used to be at his discretion.

### Official Photographs.

In order to safeguard the principle of Crown copyright in official photographs, all official photographs, that is, photographs and cinematograph films produced by official photographers for official purposes, which it is considered desirable to publish, are to be submitted to the Admiralty before publication.

Official photographs of general Fleet interest may be supplied to officers and men on repayment of the prices quoted in Schedule I, which will be revised from time to time.

Payment for these photographs is to be made to the accountant officer. The amounts received are to be taken on charge in the current cash

account of the vessel concerned, details of the photographs sold being quoted on the supporting voucher, together with a reference to the number of this order.

No payment is to be allowed the official photographer for such work. Every copy so sold is to show on the margin the words "Official photograph—not to be published or communicated to the Press without Admiralty authority," which should be written or stamped on the negative or print.

### Private Work.

The official photographers may be given facilities for using service dark rooms out of working hours, as it is desirable to encourage naval photographers to develop their individual ability by doing private work with their own apparatus and materials, but proper precautions are to be taken to ensure that no service chemicals, plates, films, paper, etc., are expended on private work. In ships and shore establishments the stocks of plates, films, printing paper, mounts, and the more expensive chemicals are to be kept under lock and key, in the custody of a responsible officer.

On January 1st and July 1st in each year a return is to be forwarded from each ship or establishment bearing photographic personnel, to the commanding officer, H.M.S. *Excellent* (for R.N. Photographic School), showing, in respect of the preceding half-year, details of official photographs taken and numbers of copies sold; details of cinematographic films used; reasons for any abnormal expenditure.

The R.N. Photographic School, *Tipton*, will scrutinize the returns rendered and forward them with any remarks and any recommendations desirable to the Admiralty.

Service materials which are becoming stale should be returned to the Naval Store Officer at the nearest Dockyard, for disposal by public auction in the usual way. Great care is to be taken when demanding supplies so to regulate stocks that wastage from materials becoming stale is reduced to a minimum.

The term "official photographer" as used in this order, includes officers and ratings appointed for photographic duties, whether paid or qualified as such or not.



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## HONG KONG HARBOUR IN 1926.

BEARS UP AGAINST THE BOYCOTT.

BIG THOUGH REDUCED FIGURES.

The effect of the boycott is clearly seen in the report of the Harbour Master for the year 1926. On the other hand if any Chinese or other Communist enemies of Britain have the illusion that Hong Kong is a willing victim of a study of these figures will show that this is not the case. Though the ocean-going tonnage showed some falling off and was 20,000,000 below the record year, 1926 was well up to the average.

The Harbour Master states: The total shipping entering and clearing at ports in the Colony during the year 1926 amounted to 310,361 vessels of 26,821,264 tons, which compared with the figures of 1925 show a decrease of 68,806 vessels and a decrease of 4,648,220 tons.

Of the above 30,231 vessels of 25,371,101 tons were engaged in foreign trade as compared with 41,336 vessels of 32,179,053 tons, in 1925.

There was a decrease in British ocean-going shipping of 515 ships of 609,402 tons. This decrease in ships and tonnage was due to the boycott in China generally.

River And Small Steamers.

Foreign ocean-going vessels show a decrease of 1,295 ships and a decrease of 1,729,675 tons. This decrease was due to the same cause.

British river steamers show an increase of 218 ships and an increase of 18,314 tons. This increase in ships and tonnage was due to the vessels again running on the Canton and West rivers.

Foreign river steamers show a decrease of 1,036 ships and a decrease of 345,143 tons. This decrease in ships and tonnage is due to the foreign river steamers not running until the latter part of the year.

In steamships not exceeding 60 tons employed in foreign trade there was a decrease of 2,557 ships with a decrease in tonnage of 78,167 tons. This decrease in launches and tonnage was due to the boycott.

Of vessels of European construction 3,930 ocean steamers, 2,244 river steamers and 1,390 steamships not exceeding 60 tons entered during the year, giving a daily average of 20.8 ships as compared with 28.9 ships in 1925 and 41.2 ships in 1924.

Junk Trade.

Junks in foreign trade show a decrease of 5,290 vessels and a decrease of 1,063,875 tons, due to the boycott.

In local trade (i.e. between places within the waters of the Colony) there was a decrease in steam-launches of 126,021 and a decrease in tonnage of 2,151,743 tons. This decrease in numbers and tonnage was due to the strike and boycott.

Junks in local trade showed an increase of 3,301 vessels and an increase of 235,593 tons. This increase in vessels was due principally to junks held in Canton and districts in 1925 during the boycott being released and coming to Hong Kong waters and remaining here for local trading.

FINANCE.

As regards finance the total revenue during the year was \$820,888.39 as against \$875,118.83 collected in the previous year showing a decrease of \$54,230.44 or 6.97 per cent.

The principal individual increases were:—

Chinese Passenger Ship Licences ..... \$ 210.00

Fishing Stake and Licences ..... 197.70

Junk Licences ..... 577.75

Medical Examination of Emigrants ..... 47,983.80

Survey of Steamships ..... 543.50

The principal individual decreases were:—

Light Dues ..... \$16,509.84

Light Dues, Special Assessments ..... 10,678.04

Boat Licences ..... 3,740.90

Engagement and Discharge of Seamen ..... 3,833.40

Fees for use of Government Buoys ..... 16,075.81

Sunday Cargo Working Permits ..... 30,225.00

Steam Launch Licences ..... 1,934.75

Examination of Masters, etc. .... 1,677.50

Gunpowder Storage ..... 3,153.59

Official Signatures ..... 1,076.00

Registry Fees ..... 5,045.13

The expenditure excluding special expenditure was \$324,075.91 as against \$351,386.05 expended in the previous year showing an increase of \$27,310.14. This increase is principally due to additional staff and stipulated increments and coal, oil fuel and repairs and stores for launches taken over from Police Department, Sanitary Department, Revenue Department and Post Office.

(Continued on next Column.)

## SUMMER CRUISES IN JAPAN.

P. & O. ARRANGEMENTS.

IDEAL FOR A PEACEFUL HOLIDAY.

The Peninsular and Oriental Steamship Company has decided to issue special tickets for tourist summer cruises to Japan. These tickets will be available on any of the Company's north-bound vessels, and will be valid for a period of two months from the date of issue.

The ships will call at Moji, Kobe, and Yokohama. The Company's newest steamer, the *s.s. Rivalpindi*, will leave Hong Kong on July 22nd, and is due to arrive at Kobe on July 28th. This vessel which is one of the most luxurious of the Company's fleet, has a tonnage of 10,000 and a steaming speed of some 17 knots. She will leave Kobe on August 11th, thus giving passengers a clear fortnight in Japan; she is due to arrive in Hong Kong again on August 19th. The rates—first-class only—are as follows:—Return to Kobe, \$210; to Yokohama, \$225.

The tours are expected to prove very popular, and already a number of enquiries for tickets have been received. It is likely that many people who usually take their holiday in the north of China will, in view of the disturbed conditions in that quarter, prefer the tranquillity of Japan.

A quantity of excellent literature on Japan, supplied by the Japan Tourists Bureau, is available at the offices of the Company's agents.

The *Macedonia* will sail for Japan on June 24th.

## TROUBLE AT THE CIRCUS.

CHINESE FELTS ASSISTANT MANAGER WITH MUD.

Before Mr. R. E. Lindell yesterday a Chinese was charged with disorderly conduct on Saturday outside Isako's Circus at Wanchoi.

Mr. Wenceslau Noronha, assistant manager of the circus, said the accused and others broke down part of the fence and entered the circus grounds. The witness spoke to them in Chinese and told them to go away. Accused picked up a stone and called out "Stone them," "Strike them." The witness tried to catch the accused but fell into a pond of water. After his fall stones and mud began to rain all round him and his coat was smeared with mud.

The Magistrate imposed a fine of \$50 or four weeks' imprisonment.

## MISCELLANEOUS.

On the 31st December, 1926, there were 463 steam-launches (including 130 licensed motor-boats) employed in the harbour. Of these 406 were licensed for the conveyance of passengers.

## Emigration and Immigration.

Altogether 216,527 emigrants left Hong Kong during the year 1926 (140,534 in 1925). Of these 131,656 were carried in British ships and 84,871 in foreign ships.

A total of 128,661 returning emigrants were reported to have been brought to Hong Kong. Of these, 76,147 arrived in British ships and 52,514 in foreign ships.

During the year 13 ships were registered under the provisions of the Merchant Shipping Acts, and 26 Certificates of Registry cancelled.

## Courts and Enquiries.

Three hundred and ninety-three (393) cases were heard in the Marine Magistrate's Court during 1926 (as compared with 308 in 1925). There were four Marine Courts of Enquiry.

During the year, examinations were held as follows: Master, 20 passed, 10 failed; first mate, 10 passed, 3 failed; mate, river steamer, 1 passed and one failed; first class engineer, 21 passed, 7 failed; second class engineer, 31 passed, 33 failed.

## Mercantile Marine Office.

A total of 32,982 seamen were shipped and 30,929 discharged at the Mercantile Marine Office and on board ships during the year, compared with 39,840 shipped and 36,520 discharged during 1925.

The total number of vessels surveyed for Passenger Certificates in 1926 was 120 vessels of 371,769 gross tons, 24 being surveyed at Kowloon Docks, 55 at Taikoo Dockyard, 4 at Cosmopolitan Docks, and 17 on Chinese shipways, the remainder being surveyed in the Harbour on bottom certificates.

## LIQUOR AND OPIUM.

BIG ILLICIT DEALINGS.

DIVANS STILL NUMEROUS AND PROFITABLE.

The report of the superintendent of Imports and Exports for the year 1926 states that the net revenue collected from liquor was \$1,146,312.55 as compared with \$1,140,925.07 in 1925. This shows a great improvement, considering the general business stagnation. Collection from local distilleries was not very satisfactory, several being detected defrauding the revenue, including one large distillery on the island of Hong Kong and several small ones in various parts of the New Territory.

## Nemesis.

In May it was discovered that a large distillery had been defrauding the revenue to the extent of \$30,000 per annum. The method adopted was to record about half the amount produced, and to account for all spirit distilled as being much weaker than it really was. The illegitimate profits appear to have gone wholly to the managing partner. To dispose of the spirit embezzled from the Distillery, he opened a Chinese wine and spirit shop nearby. As soon as the jars reached the premises the labels were removed and sent back to the distillery, where they were re-used on jars of spirit which had not paid any duty, and not been passed by the Revenue Officer. On proceedings being taken the manager absconded, and has not since been seen. Civil proceedings were taken and a considerable sum was recovered from the firm. Nemesis, however, soon afterwards overtook this distillery, it being overwhelmed by a severe flood in July and the premises swept bare of everything. This disaster compelled the firm to dispose of the ruins of the premises.

## Tobacco.

The net revenue collected from tobacco during the year was \$1,835,036.77 as compared with \$1,796,858.52 in 1925. This collection must be considered satisfactory, considering the circumstances prevailing in the Colony. The boycott and lack of means of communication considerably reduced the amount of smuggling of high grade cigarettes.

## OPIUM.

A large proportion of the report comes under the above heading.

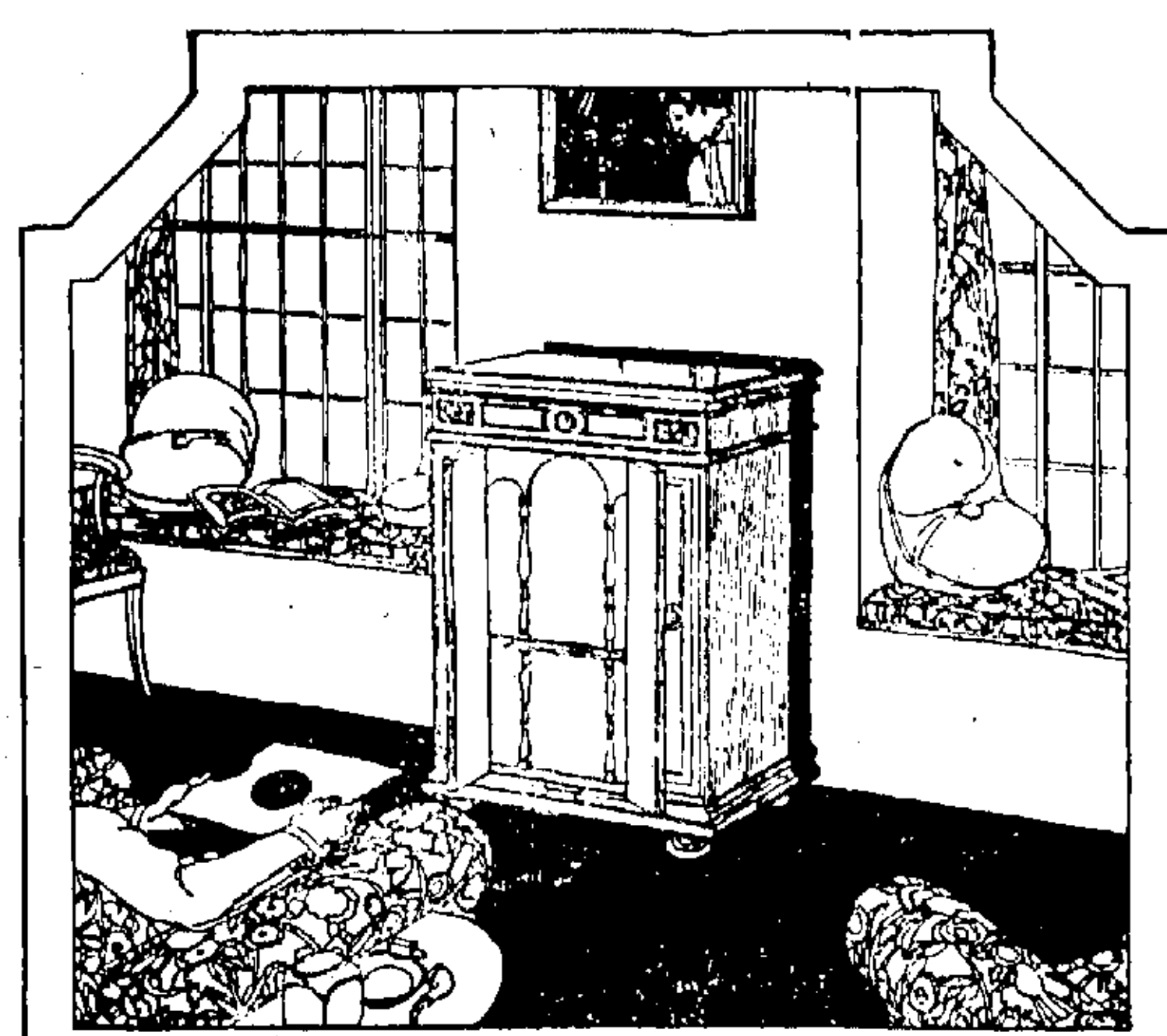
The gross revenue collected was \$2,900,082 as compared with \$3,463,521 in 1925. The decrease must be attributed to general business depression and a decrease in population, but mostly to the greatly increased number of persons who took to the purveying of illicit opium in small quantities. There is no evidence whatever that there has been any decrease in opium smoking in the Colony, if anything the use of opium is more prevalent than it ever was, the majority of the adult Chinese who come to the Colony from China are opium smokers, though very few to excess.

## Sources Of Illicit Opium.

The number of seizures of Macau prepared opium was less than in 1925, but the cheapness of Macau opium still proved irresistible to many comparatively well-to-do persons. Smuggling of Macau opium for consumption in the Colony does not seem to be definitely organised, casual visitors to Macau or members of the ships' crew are commissioned to bring back a few taels. Delivery is generally made by employing the street or wharf coolies. These coolies know the movements of the Revenue Officers both uniform and plain clothes men, and are very rarely caught. If they are caught, they are quite content to go to prison for a few months.

The bulk of the prepared opium introduced for consumption here originated in Kwang Chow Wan, this trade is well organised and there is a considerable capital behind it. It is brought into the Colony in large consignments; as soon as the ship comes in, small sampans go off and take delivery of small lots of 500 taels or so, if the sampan is chased the opium is thrown into the water, as the consignment is at once split up into several small lots the risk of seizure is not great. A certain amount is dumped overboard outside the harbour limits, attached to floats. The only way to deal with this traffic would be to compel these ships to take one course only on entering British waters.

The record seizure of the year was made by myself personally on *s.s. Tainan* soon after her arrival in the Colony from Kwang Chow Wan. The opium was packed mostly in mat bags with rope handles, the bags were of small size so that the opium could be at once distributed into many lots. The ship was a very small one, and though



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it could not definitely be proved who was responsible for having the hiding place constructed or the cargo specially stowed, there is no doubt that the executive officers, who were all Chinese, must have been cognisant of its presence. The result of this seizure was at once seen in the sale of Government opium, which suddenly increased 1,000 taels per week in the two weeks immediately following the seizure, subsequently falling again as further supplies reach the Colony.

Seizures of Amoy prepared opium were mostly made on ships bound for the South, but evidence was found that Amoy prepared opium is beginning to have a sale here.

A considerable amount of Chinese opium, chiefly raw, finds its way into the New Territory, where little Government opium is sold, though I am informed by the District Officer that opium smoking has much increased recently, and that small divans are not uncommon, and are under influential protection in some cases. Women bring raw opium across the border, or land it from sampans along the coast, supplies of raw opium being plentiful and quite cheap just over the frontier.

## Shanghai And Indian Opium.

A seizure was made of the equivalent of three chests of Benares opium packed in two cases with camphor to suppress the smell of opium. This was shipped as cargo consigned to Shanghai, and was seized just as the ship was ready to leave. Subsequent information pointed to the fact that this was part of a consignment of 12 chests which had been sold to Shanghai. Neither the consignors or consignees were ever discovered.

## The Philippines And U.S.A.

As was perhaps to be expected after the discoveries made last year, smuggling to the Philippines was little heard of, and no seizures were made. Many indications were found however that the trade to the United States was very active. A good many seizures were made in New York from ships arriving from Hong Kong. This is a new destination, most of the opium smuggled in having hitherto gone *via* Pacific ports or Mexico. Stringent steps have been taken at the Pacific ports in Canada to prevent opium being introduced.

Few seizures were made of Persian Opium, raw Persian opium not being in favour here.

## Divans.

In this the fifth year of a concentrated attack on divans the number discovered is practically the same as that for the last two years. The divan keeper laughs at the sentences inflicted by the Court. The man who goes to prison if the fine is not paid, is usually a paid keeper or a coolie who is past work, or too lazy to work.

The campaign against divans has proved absolutely abortive, there are probably as many divans being operated now as there were 5 years ago, and the profits have probably increased as the price of illicit opium has decreased.

Divan keepers with two or more convictions were deported in large numbers, but their places were immediately filled.

## THE POST OFFICE IN 1926.

PROFIT OF \$434,000.

## BIG BUSINESS WITH SOUTH CHINA.

The Hong Kong Post Office continues to show a profit on its annual working. During 1926 the balance of revenue over expenditure amounted to \$434,000. The difference, according to the report for 1926, is principally due to the recovery of arrears of transit charges resulting from the statistics taken throughout the Postal Union during 1924.

The number of mail receptacles of Hong Kong origin despatched during the year was 31,863 as compared with 32,044 in 1925 a decrease of 181. Receptacles in transit which were handled numbered 175,655 as against 121,343 in 1925, an increase of 54,312.

3,900 steamers carrying mails arrived and 3,428 left, a decrease of 522 and 2,872 under the previous year's figures.

## Chinese Delivery Section.

During the year, the Chinese Delivery Section handled 2,950,537 ordinary letters, 160,777 other articles, and 9,164 postal hong packets as against 2,654,170 ordinary letters, 130,907 other articles, and 8,922 postal hong packets in 1925. The registered articles delivered amounted to 275,556 of which 121,965 originated in the United States and Canada, and 153,991 in China and elsewhere, an increase of 10,850 as compared with 264,697 in 1925.

The direct transmission of parcel post mails to Marseilles by Peninsular and Oriental mail packets was initiated on March 19th. Parcels for the whole of Europe except the near Eastern countries, unless otherwise directed, are now sent by this route resulting in a saving of at least 10 days in transit, and at lower rates of postage. An agreement for the exchange of insured parcels with Canada was instituted during the year. With the important exceptions of India, Australia, New Zealand, South Africa, Japan and a few other countries parcels weighing between 11 lbs. and 22 lbs. may now be exchanged with all the important countries in the Postal Union.

## Parcel Post Increase.

In spite of the unsettled conditions throughout South China the volume of Postal business transacted during 1926 reached a remarkably high level. The revenue realised by the sale of postage stamps has only been exceeded in the record year 1924 and is considerably in excess of the figures for the years 1923 and 1925. The parcel post transactions continue to increase steadily though portion of the abnormal increase during 1926 was due to the temporary suspension of freight services to South China ports.

The revenue collected by this Department during the year from radio-telegrams amounted to \$87,201 a decrease of \$13,141 on the amount collected in 1925. The number of radio-telegrams forwarded during the year was 7,530 consisting of 41,010 words in 1926, and 13,722 were received consisting of 166,128 words as against 13,150 with 175,720 words in 1925.



**STEADY INCREASE  
IN TAXES.****MERCHANTS' PROTEST.****REDS CAPTURE KUOMINTANG  
CLUB MEMBERS.****THREE EXECUTIONS.**

[FROM OUR CHINESE CORRESPONDENT.]

The merchants in Canton, through their five leading trade guilds and associations, are now protesting against the recently imposed "luxury taxes," arguing that luxuries are already subject to a surtax of five per cent. additional to the regular customs duty. The Cantonese, however, have to bear a burden of \$6,000,000 monthly for national and \$600,000 for local military expenses, and money and still more money is always urgently required.

The Executive Committee of the Kuomintang in Canton has published a list of its "Reds" whose arrest is demanded. So far only a few of these have been taken into custody. The name of Borodin heads the list.

In Heikien District, the "Reds" were strong enough to capture the leaders of the Kuomintang Club and they have executed three of them. Those who were lucky enough to escape have made a port to Canton, but nothing so far has been done in the matter.

It is stated in Canton that Dr. C. C. Wu, National Kuomintang Foreign Minister, is despatching agents to visit all Chinese Legations abroad with the object of persuading the Chinese diplomats to affiliate themselves with Nan King. It is not believed that the agents will have as hard a task, if they carry with them sufficient funds to pay the salaries of these Chinese diplomatic and consular representatives.

A proposal is under consideration for the establishment of a Kuomintang party administration in Canton, with ex-Governor Ho Han An of Kwangtung as Chairman. This party administration would have jurisdiction over Kwangtung, Kwantung, Yunnan, and Fukien.

Despite the fact that Honan, the southern section of Canton City, is supposed to be under martial law, four criminals were able on Saturday to enter the home of Colonel Wu Ying Chai, commandant of the Volunteer Corps of the 44 towns in Panyu, and fire four shots at him. Colonel Wu was at one time a member of the staff of General Chen Chiang Ming, for a long time the leading "anti-Red" in South China.

Excessive rain in the Canton silk centres has adversely affected the third crop. On account of their poor quality, cocoons are now sold at Tis. 3.50 to Tis. 3.20 per 10,000.

Application is being made by a syndicate for the construction of a long distance telephone system between Canton City and the surrounding towns.

The Canton City Bank, which it is proposed to open on July 1st, will be a municipal institution. An initial capital of \$150,000 has been received from the Municipal Department of Finance.

**SEAMEN'S STRIKE  
UNLIKELY?**

According to the officials of the Chinese Seamen's Union in Canton there is a very good chance of averting another strike on British vessels employing Chinese. Representatives of the Chinese Seamen's Union report that the Hong Kong Government have (as plainly stated from the first) no intention of preventing the organization of a seamen's or any other union of a bona fide and lawful character. All they require is that the local laws are complied with.

The leaders of the Hong Kong Chung Kung Wui (the Hong Kong Chinese) Labour Federation have made a formal appeal to Dr. C. C. Wu, Nanking Foreign Minister, to ask the Hong Kong Government to allow the re-opening of their Federation. Dr. Wu is not Mr. Eugene Chen and is extremely unlikely to do anything of the sort.

Representatives of the Chinese Seamen's Union from a number of South China ports are holding a conference in Canton. Hong Kong (Continued on next Column.)

**MORRISON HILL  
BLASTING.****CHINESE KILLED 190FT.  
AWAY.****SERIOUS EVIDENCE AT THE  
INQUEST.****DANGER TO THE NEIGH-  
BOURHOOD.**

At the Central Magistracy yesterday afternoon Mr. R. E. Lindell sitting as Coroner with a jury, conducted the inquest on a Chinese who was killed by flying rocks during a blasting operation at Morrison Hill.

Mr. H. L. Denys watched the proceedings on behalf of Sang Lee, contractor.

**Rocks Flew 190 Feet.**

According to evidence the deceased was standing in Sharp Street, just a few paces ahead of a tram. He and others were held up until the blasting was over. Following an explosion, he was hit by a piece of rock on the right side of the skull. There were also several pieces of rock found near him, one of which weighed five pounds, and according to measurement made by the Police, it had flown 190 feet from where the blasting took place.

The foreman of Messrs. Sang Lee Contractors said that he was in charge of the blasting. On the day of the fatality, two hundred charges of various strength were detonated. The usual charge to a one foot drill hole was one and one-third of an inch of dynamite or in other words, 4 inches of dynamite to the usual hole of three foot depth. He had also supervised the covering and weighing down of these holes.

Mr. G. S. Brown, an engineer of the P.W.D., said that 14 inch of dynamite to a hole of one foot in depth was considered a moderate charge. A piece of rock weighing five pounds could have flown 200 feet if it had been blown out sideways. He went on to explain that although the area above the drilled hole might have been well covered and weighed down, the danger of a side blow out would remain. It was most difficult but not impossible to cover the side of the hole and the only feasible way to do so would be to cover it with steel plates, and that had not been tried so far.

**Danger Within 500 Feet.**

In reply to a jurymen, witness said that in accordance with Building Ordinance, people should be kept outside a radius of 500 feet from a blasting operation, but this could not be applied to Morrison Hill.

When asked by the Coroner what he considered a safe distance from the blasting operation on the East side of Morrison Hill, Mr. Brown said that traffic should be held up at the end of Sharp Street.

The Coroner: Then the houses on Morrison Hill Road would not be safe?

Mr. Lindell went on to say that persons on the verandah of any of the houses in Morrison Hill Road would be in danger.

During the course of the proceedings, it appeared that the Royal Naval Hospital, the Police Club and the Civil Service Club had all been making complaints of the danger from blasting operations on Morrison Hill.

The enquiry was then adjourned until Saturday morning when medical evidence will be taken.

Chinese seamen are being represented by 30 delegates: Canton, 25; Swatow, five; Shanghai, 10; Hankow, five; and Changsha, two. The Canton Society for the Extension of the anti-British Boycott held a meeting last Sunday, but the attendance was poor and the sole business the appointment of a new committee.

Members of the Kuomintang at Macao are arranging for a conference at the end of June or early in July. The Chee Kung Tong, of Hong Kong (moderate Kuomintang) has sent agents to Macao also to discuss the matter.

Charm Mock Lann, Choy Lann Kai, Pook Tuck Lee, and other streets in Canton, where formerly many foreign merchants had their homes before the opening of the Shanghai Concession, are to be transformed into modern streets.

In Kaukung, a silk town at which several Hong Kong-Wuchow steamers used to call regularly, there are now more than 40 public schools, and the acting Mayor, Mr. Lee Ki Tek, hopes to install telephones in the town and open three public parks.

**SHATAUKOK ARMED  
ROBBERY.****ONE MAN SHOT AND  
WOUNDED.****THEFT OF CATTLE.**

Five armed robbers broke into an unnumbered house at Tai Tong Wu village, Shataukok, during the early hours of yesterday morning, and besides stealing two bullocks and two cows, valued collectively at \$900, they shot and badly wounded one of the inmates.

In a report to the police, Tang Chat Lai, a farmer, living at the house, stated that early yesterday morning, while he was asleep in a rear cubicle, he was awakened by the noise of the front door being broken open.

He ran into the front room, where he saw five men, one of whom made him face the wall by threatening him with a revolver.

In this position, he was unable to see what the robbers were doing, and apparently they went into an adjacent part of the building and drove off the cows and bullocks.

On finding that the men had gone, he ran out and raised an alarm. When he got back he found that his brother, Tang Kwai had been shot, and was severely wounded.

**A HUMAN TOUCH.****SIR HUGH (CLIFFORD) AND  
OLD RESIDENT.**

A human touch was added to the State entry of H.E. the Governor into the land of his heart on Friday by his remembrance of one of the oldest and most respected of Singapore's citizens, says the *Strait Times*.

It was at the conclusion of the presentation of addresses, as the public were leaving the Council Chamber, that Sir Hugh Clifford caught sight of Mr. and Mrs. E. Salzman mingling in the crowd at the far end of the room. He has been across and greeted them most warmly, with an assurance that at an early date they would chat over reminiscences of forty years ago.

It was in 1874 that Mr. Salzman was appointed organist of St. Andrew's Cathedral and for many years his name was associated with one way or another with every musical and dramatic production presented in Singapore. There were other recognitions of old friends of Sir Hugh Clifford. It is incidents like these that will bring his Excellency into sympathetic touch with the community.

It was noticeable, too, that at the Birthday Ball at Government House, His Excellency displayed similar recognition of old Malayan friends, and won the hearts of everyone by his rare gifts of sympathy and worthiness.

**RESERVED HER DEFENCE.**

A Chinese woman was yesterday morning charged before Mr. R. E. Lindell with the unlawful possession of 27 catties of rice in West Point. She said that she had bought the rice and produced a receipt from a rice shop for \$2.

Inspector Grant told the Magistrate that the police had no option but to prosecute, as the woman did not produce the receipt at the station, and refused to take the police to the shop where she said she had bought the rice.

Her behaviour was not that of an innocent person.

The accused said that she was a new-comer and could not find her way back to the rice shop.

She had bought the rice in company of her mother-in-law who had the receipt in her possession. While looking at some shops she lost sight of her mother-in-law, and was looking around for her when she was arrested by the police.

Inspector Grant remarked that the woman would not have been charged if she had given that explanation to the police.

The Magistrate discharged the accused.

**RIVER LEVELS.****KWANGTUNG CONSERVANCY  
BULLETIN.**

West River at Shuihung: June 11th, 14ft.; June 12th, rising; highest level on record 41 feet; lowest on record 0in. North River at Tsingyuen: June 11th, 14ft. 2ins.; June 12th, rising; highest level on record 25ft. 7ins.; lowest 0in. North River at Samshui: June 11th, 9ft. 2ins.; June 12th, rising; highest level on record 27ft. 5ins.; lowest 5ft. East River at Shoklung: June 11th, 10ft. 5ins.; June 12th, 11ft. 5ins.; highest 15ft. 2ins.; lowest 2ft.

**H.K. MALE VOICE CHOIR.****MORE MEMBERS REQUIRED.****PRACTICES START IN  
SEPTEMBER.**

The annual meeting of the Hong Kong Male Voice Choir was held at St. John's Cathedral Hall last evening, Mr. J. Baldwin presiding. The statement of accounts for the past season was presented by Mr. A. Hopper (the Hon. Secretary) and showed a credit balance of \$27.20, which was considered very satisfactory.

It was stated that during the past season between \$300 and \$400 had been raised by concerts given by the Choir for various local causes.

**Officers Elected.**

Officers were elected for the ensuing season as under: Chairman, Mr. J. Baldwin (re-elected).

Hon. Secretary, Mr. A. Hopper (re-elected).

Hon. Treasurer, Mr. Crabbe. Committee: Messrs. Grimmer, Brightman, J. Brown and L. Stevenson.

Mr. F. White was unanimously appointed conductor of the Choir for the next season.

**Increasing The Membership.**

The question of increasing the membership of the Choir was discussed, it being pointed out that as the Choir consists of members from the Naval Yard and warships, membership had somewhat decreased through transfers and retirements.

The Secretary was instructed to communicate with the clubs at Tai Koo and at the Hong Kong and Whampoa Dock inviting any interested in male voice choir singing to join the Choir.

The season begins in September, when the first practices take place, and by this time it is hoped there will be a big increase in membership.

Voices particularly required are first tenors and first basses. Any one wishing to join the Choir is invited to communicate with the Secretary, Mr. A. Hopper, c/o Royal Naval Dockyard, who will be pleased to forward them all particulars.

**CHILD KILLED IN STREET  
ACCIDENT.****HONG KONG HOTEL BUS  
DRIVER EXONERATED.**

At the Central Magistracy yesterday afternoon Major C. Willson assisted by a jury enquired into the death of a Chinese school girl, aged 11 years, who was knocked down by a Hong Kong Hotel bus just outside King's College, Bonham Road, on May 29th.

The deceased and other girls were coming out of the Lai Ying Mission, and when reaching Bonham Road, the unfortunate girl made an attempt to cross the road, but when she got to the middle of the road, she hesitated, and was caught by a bus coming from East to West. The driver swerved but the crank-shaft caught the poor girl, dragging her underneath the car. The wheel went over her wrist. She was carried into King's College, which is now used as a Military Hospital, by Miss Gutterez and Major E. M. Townsend, R.A.M.C., rendered medical aid but to no avail.

Medical evidence showed that the girl had two spinal vertebrae broken and other serious injuries. The jury without retiring returned a verdict of death through misadventure and exonerated the driver of the bus. A recommendation was made that signboards similar to those erected outside schools, should be put up outside churches and other places of public assembly.

**HINDU MERCHANT  
ASSOCIATION.****DEPARTURE OF PRESIDENT  
FROM HONG KONG.**

Mr. N. Thanwardas, President of the Hindu Merchants Association, and a prominent social figure among the local Hindu commercial community, and also manager of D. Chellaram, left the Colony on Saturday by the P. & O. s.s. *Kashmir*, being given a very hearty send-off by his many friends.

Prior to his departure, Mr. Thanwardas was the recipient of a "silver urn" and flower basket from members of the Association as a token of their appreciation of his services.

**NETHERLANDS TRADING  
SOCIETY.****DIVIDEND OF EIGHT PER  
CENT.**

The Hong Kong Agency of the Netherlands Trading Society (Nederlandsche Handel-Maatschappij) is in receipt of a telegram from the Batavia Office advising that the dividend for the year 1926 has been declared at 8 per cent.

**BUSY YEAR FOR THE  
LAND OFFICE.****1158 DOCUMENTS PREPARED  
DURING 1926.****CROWN RENT ROLLS  
REVISED.**

The Land Officer, Mr. Philip Jacks in the course of his report for the year 1926, states that there was a slight increase in the number of deeds registered at the Land Office compared with the previous year. Under the provisions of Ordinance No. 1 of 1914, 4,360 deeds and documents were registered. Over 6,000 lots or sections of lots were affected. The consideration on sales, mortgages, surrenders and various land transactions amounted to \$115,015,589. Mortgages and mortgage transfers accounted for the largest proportion, and reassignments and satisfaction moneys were responsible for \$35,048,342 in itself. During 1926, 4,360 deeds were registered and 250 Crown leases granted. Fees collected amounted to \$77,921 compared with \$75,050 in the previous year. Crown rents came to \$567,205.

The Land Office prepared 1,158 documents during the year including 250 Crown Leases and counter-parts.

There were no transactions relating to land belonging to the Admiralty. Fly point Battery and the remaining portion of Elliot Battery were surrendered to the Colonial Government as a gift to the University and subsequently leased to that institution. Garden Road was widened by taking in portions of the compounds adjoining Murray Barracks and the Detention Barracks. Memoranda recording these transactions were prepared and registered in the Land Office.

**Crown Rent Rolls.**

The Crown Rent Roll for Hong Kong and Kowloon and the Village Crown Rent Roll were revised during the year. The total number of lots on the Hong Kong and Kowloon roll was 5,436 an increase of 258 on the preceding year. Crown Rent amounted to \$567,205.49, a decrease of \$2,916.90 owing to surrenders, reentries and Resumptions.

The total number of lots on the Village Rent Roll was 3,374, a decrease of 135 on the preceding year and the total Crown Rent in this Roll was \$1,092.55 as compared with \$2,242.00 in the preceding year, a decrease of \$200.35.

**SENTENCE COMMUTED.****MAGISTRATE'S ADVICE TO  
DEFAULTING YOUNG  
SHROFF.**

Yesterday Mr. C. A. S. Russ made an application before Mr. R. E. Lindell at the Central Magistracy to commute the six months sentence imposed upon a shroff of the Hong Kong and China Gas Co. who was convicted about ten days ago on a charge of embezzling \$1,350 belonging to his employer.

A chairman of the prisoner said that he had advanced \$1,000 to wards paying the loss to the Gas Co. on the prisoner's behalf. The prisoner had embezzled the money to repay one Chan Tong from whom he had borrowed \$1,000 to make up the security required by the Gas Co.

When asked as to whether he would guarantee the prisoner's future behaviour, witness said he would, and he agreed to offer a surety of \$250 for 12 months. The prisoner himself entered into another bond of \$100.

In discharging the prisoner, Mr. Lindell said that he was inclined to leniency owing to the prisoner's youth and also in view of the fact that prisoner has had a taste of gaol. He further advised him to keep on the straight path and that he must not do such foolish things again even if he were badly pressed for money.

**CRIME IN 1926.****BIG INCREASE IN MAGIS-  
TRIAL BUSINESS.**

According to the report for 1926 of the Police Magistrates' courts, signed by Mr. R. E. Lindell, there was a substantial increase in the number of cases heard in the local police courts in 1926 compared with 1925, and a subsequent increase in revenue. During the year 30,516 cases were dealt with, against 25,980 in 1925, and the revenue was \$233,520 and \$211,227 respectively. The expenditure of the Magistracy shows a remarkable decrease for 1926, only \$15,685 being laid out against \$36,620 in the previous year. The 1925 figure, however, was the largest since 1920, when \$45,530 were spent.

During 1926, 38,978 persons were apprehended by the police or summoned before police magistrates compared with 32,358 in the previous year. For offences against the person 313 were convicted last year, 1,504 were sentenced for gambling, 1,552 for offences against property other than predial larceny, 6,489 for opium offences, and 22,881 for other offences. Altogether 3,689 persons were acquitted in the inferior Courts.

**Wm. POWELL, Ltd.**

Telephone C. 4578

**THE  
MOST CONVENIENT FURNISHING  
ESTABLISHMENT IN HONG KONG****BATHING TIME IS HERE****TOWELS TOWELS**

42" x 24" \$1.15 each

42" x 24" \$1.40 "

42" x 22" \$1.50 "

42" x 23" \$1.65 each

48" x 27" \$2.25 "

64" x 36" \$3.35 "

**THE PICNIC SEASON  
HAS STARTED**

Let

**BEAR BRAND MILK**

serve all your needs.

It is delicious in Ice Cream. Can be carried with no inconvenience for use in Tea or by itself—Children love it and it is absolutely safe. [A.F.B.]

**The  
Viva-tonal  
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The only Gramophone that is supported by scientific proof.



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**THE ANDERSON MUSIC CO., LTD.**  
ST. GEORGE'S BUILDING.**ASK FOR  
MO SHEUNG  
CIGARETTES.**

They have rapidly come into favour with discriminating smokers owing to their delightful flavour and aroma.

Only well-matured Virginian tobacco used.

On sale at all tobacconists.

**NANYANG BROS. TOBACCO CO.**  
[A.F.B.]



## NEW ADVERTISEMENTS.

## WAR DEPARTMENT CONTRACTS.

SEALED TENDERS will be received at the Office of the O.C. R.A.S.C., Headquarters, Victoria Barracks, Hong Kong, until 12 Noon on the Date stated, for the undermentioned Services for the Periods as stated:—

For a Period of Six Months Commencing 1st July, 1927.

Conservancy Services—SHAM SHUI PO Camp and all Billits occupied by Additional Troops on Kowloon Peninsula.

For a Period of Six Months Commencing 1st August, 1927.

MONDAY, 4th JULY, 1927—  
Bran  
Rock Salt  
Green Grass.

Tender Forms and any necessary Information may be obtained at the above Office between the Hours of 10 a.m. and 1 p.m. Daily except Sundays. [5030]

## HONG KONG JOCKEY CLUB.

DRAFT Programmes and Extra Forms for the FIFTH EXTRA RACE MEETING to be held on SATURDAY, 25th JUNE, 1927 (Weather Permitting), may be obtained at the Race Course, Hong Kong Club and Causeway Bay Stables. Entries will close at 1 p.m. on THURSDAY, 16th JUNE, 1927. [5018]

## THE CHINA LIGHT &amp; POWER COMPANY (1918), LIMITED.

WITH Reference to the Notice to Shareholders of the above Company dated 16th FEBRUARY 1927, whereby the Final Call of \$3.00 per Share on the New Shares was made payable on 30th JUNE, 1927, instead of 1st MARCH, 1927, the Directors of the Company have decided, in view of the conditions prevailing at present, to further extend the Time for Payment of the Call.

NOTICE IS ACCORDINGLY HEREBY GIVEN that the Date for Payment of the FINAL CALL IS POSTPONED to 30th NOVEMBER 1927, and that the Form of Bankers' Receipt already sent to Shareholders can be used as though the DATE named therein were the 30th NOVEMBER, 1927.

SHEWAN, TOMES & CO., General Managers, Hong Kong, 10th June, 1927. [5034]

## PUBLIC AUCTION

BY ORDER OF THE MORTGAGEE. VALUABLE LEASEHOLD PROPERTY.

SITUATE at VICTORIA, HONG KONG, registered at the Land Office as SECTION A of INLAND LOT No. 17, together with all Buildings thereon known as Nos. 35 & 40, QUEEN'S ROAD CENTRAL and No. 14, Stanley Street, to be sold by PUBLIC AUCTION on Monday, the 20th day of June, 1927, at 3 o'clock P.M. by Mr. E. V. M. R. De Sousa, the Auctioneer, in his Auction Room, No. 4, Duddell Street, Hong Kong.

For further Particulars and Conditions of Sale, Apply to—Mr. S. W. Tse, Solicitor for the Vendor, No. 26, Des Voeux Road Central or to Mr. E. V. M. R. De Sousa, the Auctioneer, Hong Kong, the 15th day of May, 1927. [4928]

## SHOPS TO LET

88-94, NATHAN ROAD, KOWLOON.

## OFFICES TO LET

STEPHENS BUILDING, 67/69, DES VOEUX ROAD CENTRAL.

AND PRINCE'S BUILDING, CHATER ROAD.

APPLY TO A. J. DAVID

PRINCE'S BUILDING, CHATER ROAD. [25]

## NOTICE.

NOTICE IS HEREBY GIVEN that Mr. ARCHIBALD RITCHIE, Chartered Accountant, our former Assistant in Hong Kong for some years past, has from THIS DATE been Authorized to Sign the Firm in all matters pertaining to our Hong Kong Office.

LOWE, BINGHAM & MATTHEWS, Chartered Accountants, Hong Kong. 11th June, 1927. [5020]

## INTIMATIONS.

## HONG KONG JOCKEY CLUB.

## SUBSCRIPTION GRIEVANCES.

THE LIST of SUBSCRIBERS will be CLOSED on THURSDAY, 16th JUNE, 1927 at 5 p.m. By Order, C. B. BROWN, Secretary. [5017]

## FOR SALE OR TO BE LET UNFURNISHED.

No. 27, PEAK, LUGARD ROAD. EIGHT ROOMED HOUSE, with Central Heating, Five Bedrooms, Four Bathrooms, Three Drying Rooms, Modern Sanitation, Grass Tennis Court and Garden—Possession MAY 1st. Apply: Linstead & DAVIS, ALEXANDRA BUILDINGS. [4776]

TO LET—Unfurnished. End of October. Five-roomed HOUSE on the PEAK. Recently renovated. Moderate Rent. Apply Box 5031, c/o Hong Kong Daily Press. [5031]

TO LET—Spacious OFFICES in No. 11, QUEEN'S ROAD CENTRAL. Apply—COMPRADORE DEPT., DAVID SASSON & Co., Ltd. [5019]

TO LET From 1st JULY, 1927. No. 1, KELLETT HOUSE, PEAK, Four Rooms, Separate Kitchen, Servants' Quarters. All Modern Conveniences. Apply Messrs. DEACONS, PRINCES BUILDING. [254]

TO LET—AL FANING, a 4-roomed HOUSE with Garden and Garage. Moderate Rent. Apply KWONG SANG HONG, LTD., 250, Des Voeux Road CENTRAL. [253]

BIRTH. Leon. On June 12th, 1927, at the Victoria Nursing Home, Shanghai, to Mr. and Mrs. D. W. LEACH, a son. [5029]

Hong Kong Office: 14, Chater Rd. London Office: 21, Bride Lane, Fleet Street, E.C. 4.

The Daily Press.

Hong Kong, June 14th, 1927

## THE CONFERENCES IN THE NORTH.

THE conferences between the military leaders in the North appear to have broken down. The presumption, therefore, is that CHIANG KAI SHEK considers himself rich enough to buy his way into Tientsin and Peking without the need of compromising with CHANG TSO LIN. On the other hand the Mukden authorities are congratulating themselves that they have extricated their forces from a dangerous position in Honan and are satisfied now that they are capable of withstanding any attack which may be made upon them. The following telegram sent to General CHANG TSO LIN, after the evacuation of Chengchow, illustrates their attitude:

The sudden withdrawal of the forces from the battlefields of Honan to the north of the Yellow River was a movement fraught with real danger in view of the serious menaces from both front and rear. But through smart and well-thought out plans on the part of our commanders it was completed on the night of June 1st with only insignificant losses in arms, men and supplies. Now our forces are well entrenched, waiting patiently for further developments in the Honan situation. We are maintaining a defensive attitude against our enemies and expect our Shantung and Chihli brothers-in-arms will be able to check the advance of the Cantonese along the Shantung-Kiangsu borders.

The telegram shows the anxiety of the Fengtien leaders regarding the advance of the Southerners through Shantung. The failure of CHANG TSO LIN to check this advance will, of course, necessitate a re-arrangement of their dispositions and so far CHANG TSO LIN's record has not been one to inspire confidence. Treachery and intrigue are constantly being brought to light in the course of the military operations. Mail advices state that shortly before the

## INTIMATIONS.

## DEWAR'S

## "WHITE LABEL"

FINEST

## SCOTCH WHISKY OF GREAT AGE.

Awarded 50 Gold and Prize Medals.

## "VICTORIA VAT"

## THE VERY FINEST OLD SCOTCH WHISKY

As supplied to the Houses of

Lords and Commons.

SOLE AGENTS:

## A. S. WATSON &amp; CO., LTD.

HONG KONG DISPENSARY. [50]

Mukden army withdrew across the Yellow River one of the principal generals was found to be in communication with both FENG YU HSING and TANG SHENG CHU. A secret message was intercepted which established his guilt and he was summarily executed. But this is only one instance. It is doubtful whether the loyalty of any of the subordinate commanders in any of the armies can be absolutely relied upon: everyone is fighting for his own personal enrichment.

CHIANG TSO LIN's troops are paid when they are paid at all—at the rate of \$6 a month. These are the men to whom CHIANG KAI SHEK's armies are opposed and if the Southerners have money at their disposal it should not be difficult to predict the outcome. The obvious move now would appear to be the amalgamation of the Hankow and Nanking Governments, a re-amalgamation, in effect, of the Kuomintang. But even if the Kuomintang as a united political party obtains the virtual control of the whole of the country it will not follow that China will be more united than she was previously. As is very well known the generals commanding sufficient forces to make their influence felt, whether they are inside or outside the Party will always be a law unto themselves, and unless they are granted large enough rewards they will simply wait their opportunity to grab them. The conference that has just proved abortive suggested a compromise between CHANG TSO LIN, CHIANG KAI SHEK and the Governor of Shansi. That might have meant the elimination of some of the rival southern leaders and have led to a period of peace. In the place of such a compromise there will probably be a pooling of the resources of CHIANG KAI SHEK, Hankow and FENG YU HSING. Even if the Northerners are driven back there are so many outbreaks of fighting will be inevitable.

## CUCKOOS.

THE Illustrated London News of May 7th has an interesting article on "Cuckoos," no doubt written with special reference to the English variety. But there are two species of the cuckoo tribe which make themselves so prominent in Hong Kong that a few lines on the question may not be out of place here. The Cuckoo which says "Cuckoo," or a near relative, appears to range across the whole of Northern Europe and Asia: its well known note may be heard in the spring and early summer in North China, Korea and Japan. Its relations in South China are the Rain Bird and the Indian Kook. The Rain Bird like the man eaters of Tsavo which had the distinction of being mentioned in Parliament has had the honour of a reference in the discussions of the Kowloon Residents Association. It is certainly a nuisance, its monotonous note being continued long after dark.

It is unknown to scientists as *Cuculus merulinus*; it is a small plain coloured bird and is common in Hong Kong and Kowloon. In the New Territory at Tai Po and Fanning its place is taken by the Indian Kook *Endymis honorata*. This is a much larger bird about the size of the English Cuckoo. The male is black and the female brown, flecked and spotted with white. Like the English Cuckoo its note is its most prominent feature: it is a shy bird generally flying low and seldom settling on tree tops. It may be heard an hour before daylight and an hour after dark. There is unfortunately no system of spelling bird notes. The note of the Kook with a little imagination might be given as "How-are-you" and is repeated several times usually in a rising tone. Both birds have one good point in common—they are only summer visitors—they worry someone else for the rest of the year.

## HONG KONG'S POPULATION.

The influx of Chinese to Hong Kong still continues. From the middle of February until the end of May the arrivals exceeded the departures by over 50,000. If the growth of the Colony continues at this rate there will soon be the need for greater building activity.

According to the old Chinese calendar to day is the Formation of Heaven and Earth (*Pien-ti-tsun-hua*).

During Friday, Saturday and Sunday no cases of notifiable diseases were reported—a very unusual and extremely satisfactory occurrence.

Among passengers on the *President Jackson* passing through to Manila is Senator Juan B. Alegre, Mr. W. C. Barker, Mr. A. E. L. Best, Mr. C. E. Ferguson and Mr. H. L. Fisher.

There will be another of the popular concerts for Service men at the "Cheer O" Y.M.C.A., Chater Road, this evening, beginning at 6.30. An excellent programme has been arranged.

Hong Kong passengers leaving to-day on the s.s. *President Jackson* for Shanghai include Mr. N. S. Brown, of Messrs. Butterfield & Swire, and Mr. A. Brostedt, General Traffic Agent of the Canadian National Railways.

The local office of the American Mail Line beg to announce that the s.s. *President Jackson* will be despatched for Victoria and Seattle via Shanghai, Kobe and Yokohama at 7 p.m. to day and not at 7.30 a.m. on June 15th, as previously advertised.

A fine of \$4 was imposed upon A. Andrews at the Kowloon Magistrate's yesterday for allowing his motor-cycle to form an obstruction outside the railway station on May 30th. It was stated that the cycle had been left for four hours.

Altogether 210 earthquakes were recorded at the Royal Observatory, Hong Kong, during the year 1926 by the Milne Shaw Seismograph, as against 159 in 1925. The number for 1926 includes a series of 18 small earthquakes on August 5th, 6th, 6 on August 7th, 8th, and 4 on August 10th.

Letters of administration to the estate of Tam Yik Ho, otherwise known as Tam Yik Toa, alias Tam Pui Shun, alias Tam Sui Hing Tong, merchant, late of No. 124, Guine Road, where he died on February 12th, this year, have been granted to Tam Wing Shi, his widow, and to Tam Shin Wa, his son, of the same address. Decedent's estate in the Colony amounts to \$76,900.

Among passengers for Hong Kong arriving from the North on the s.s. *President Taft* yesterday were Mr. John Colgate and Mr. S. R. Davenport (representing Colgate & Co., as mentioned yesterday), Mr. J. M. Dyer, Mr. H. Gillares, Mr. and Mrs. E. Gale, Mrs. L. Howie, Mr. C. A. Larsen, Mr. Alfred Lau, Mr. Li Tse Fong, Mr. C. C. Long, Mr. M. Mannik and Miss M. Mannik, Mr. F. Moller, Mr. G. Benson Pattison, and Mr. T. Y. Peh.

The construction of the new public bathing matched, the first of its kind in the Colony, was begun on Saturday in a position a little to the south of the centre parking plot on the Repulse Bay lower road. It is hoped to have it completed and ready for use of bathers by the end of June. It will accommodate about 60 persons (40 men and 20 ladies) in ten and five cubicles respectively. There will also be two fresh water shower baths.

Described by Mr. R. E. Lindell as a low class and a bully, a Chinese was yesterday punished for assaulting a woman living in Belcher Street, West Point, with the object of obtaining money. The accused was fined \$20 or, in default, 14 days' hard labour. He was also ordered to pay \$5 compensation to the girl or undergo a further 10 days' jail. In addition accused was required to sign a bond in the sum of \$100 to be of good behaviour for 12 months.

A Chinese girl of 19 has been arrested by the police for stealing a purse containing \$600 and 26 pieces of jewellery, valued at \$275, from the counter of a jeweller's shop at Aberdeen Street. Another woman was making a purchase at the shop on Sunday afternoon and put the purse down on the counter in order to examine a piece of jewellery. The girl, it is alleged, seized the purse and dashed away, but was caught by an assistant of the shop who handed her over to the police.

With a previous conviction last month, a coolie was charged before Mr. R. E. Lindell yesterday, with the attempted larceny of some beef being carried by a coolie. Accused told the Magistrate that, and the knife he was carrying was not sharp enough to cut beef. After examining the knife the Magistrate said that he did not think the accused would have had much difficulty in cutting a mouthful of beef with the instrument. Accused was sentenced to four weeks' imprisonment with hard labour.

A charge of larceny of a fountain pen, the property of Mr. G. E. F. Thompson, accountant of the Hong Kong and China Gas Co., brought against a Chinese school-boy, before Mr. W. Schofield at the Kowloon Magistrate's yesterday, was adjourned to one of unlawful made in consequence of the absence of the complainant, who was stated to be a busy man and prevented from attending Court by his work. It was stated by Sergeant Morton that the defendant and the complainant went to the Tai Wan beach on Saturday and occupied the same compartment. Complainant missed his pen and a detective was called, the defendant being later arrested with the article in his possession. The defendant was fined \$20.

## WEATHER REPORT.

## OCCASIONAL RAIN!

Yesterday's weather report, forecast and remarks, issued by the Royal Observatory at 5 p.m., stated:—

A weak anti-cyclonic area extends eastward from S. Japan and a depression remain over Tongking. Local Forecast: East winds, moderate, cloudy, occasional rain.

## HONG KONG'S ERRATIC WEATHER.

## INTERESTING ROYAL OBSERVATORY REPORT.

## ABNORMAL RAIN AND FIERCE HEAT IN 1926.

The report of the Director of the Royal Observatory, for 1926, states that the wireless house was completed in November and the receiving set was removed from its temporary shelter in the old Telescope dome to the new house on November 30th. It is a rectangular building 44 feet long by 18 feet wide, with brick walls 12 feet high at the eaves, and a gabled roof of Canton tiles. It contains an engine and battery room, 18 feet long by 12 feet wide, and a main instrument room 32 feet long by 18 feet wide. The Receiver is a Marconi "Press" type RP 2 B, with a wave range of 750 to 26,000 metres. The Transmitter is a Marconi type "Q" 11 Kw. with wave range of 250 to 1,000 metres. Frequency 300 cycles. The systems used are:—

Continuous wave; interrupted continuous wave; Telephone.

## The Instruments.

Automatic records of the temperature of the air and evaporation were obtained with a Richard dry and wet bulb thermometer, and of the direction and velocity of the wind with a Beckley and a Dines Baxendell Anemograph, modified as described in the report of 1912. The amount of rain is recorded automatically by a Nakamura pluviograph and the amount of sunshine by two Campbell Stokes universal sunshine recorders. Eye observations of barometric pressure, temperature of the air and of evaporation and the amount of cloud are made at each hour of Hong Kong Standard time. Daily readings are taken of self-registering maximum and minimum thermometers.

## Principal Features Of The Weather.

The principal features of the weather in 1926 were:—

- (1) Phenomenal rainfall during a prolonged and very severe thunderstorm on July 19th, when 21 inches of rain fell in 18 hours, causing severe floods and land slides.
- (2) Rainfall much above the average in April, July and September.
- (3) Typhoons which passed near Hong Kong on July 22nd and September 27th.
- (4) Heat waves in July, August and September, and relatively cold spells in April and June.

Barometric pressure was moderately above normal in January, February, March, and August. It was nearly normal in other months. The highest pressure was 30.384 ins. on January 25th, and the lowest pressure was 29.229 ins. on July 22nd.

The temperature of the air was moderately above normal in January, February, March and September. It was considerably below normal in June, and moderately below in October. The highest temperature was 92.5 on August 10th, as against 92.8 in 1925 and 97.0 for the past 43 years. The lowest temperature was 43.2 on December 26th, as against 39.7 in 1925 and 32.0 for the past 43 years.

The rainfall was considerably above normal in April, July and September, and considerably below in May, June and August. The total rainfall for April, 17.16 ins., was the greatest on record, and the total fall for July, 29.79 ins. The total for the year was 100.78 ins. as against 87.58 ins. in 1925 and 85.55 ins. for the past 43 years. The greatest fall in one civil day was 21.02 ins. on July 19th, which is the highest on record for the past 43 years, and the greatest in one hour was 3.90 ins. between 3.30 a.m. and 4.30 a.m. on July 19th, also the highest on record for the past 43 years.

The wind velocity was considerably above normal in June, moderately below in March and November, and slightly below in January, July, September, October and December. The maximum velocity for one hour was 73 miles at 10 a.m. on September 27th. The maximum squall velocity, was at the rate of 101 m.p.h. at 8.51 a.m. on September 27th.

The relative humidity was moderately above normal in February and November, slightly above in April, September and October, and nearly normal in the other months. The mean relative humidity for the year was 79% as against 75% in 1925 and 77% for the past 43 years. (Continued on next Column).

## EXECUTIONS RIFE AT HANKOW.

## GAOLS FILLED WITH ANTI-REVOLUTIONARIES.

## PROPERTY BEING CONFISCATED.

That much transpires in Hankow which never finds a way into the press was evident from statements made by an informant who has been in Hankow since the beginning of the present Wuhan government last October. Gaols are filled with anti-revolutionary captives, he declared, and there are also cases known to himself when men have been charged for private reasons with being anti-revolutionaries, thrown into prison, executed and their properties forthwith confiscated. The large number of executions which have been going on as a part of the struggle for survival of the present government at Hankow has been carefully suppressed.

Similarly an active counter-revolutionary movement is seen to be progressing in Changsha, according to this foreigner. Soldiers and merchants, the former being mainly small farmers and merchants who have joined up as soldiers to protect their own properties, formed a combination about one month ago. More recently a three days' round up of labourites, composed of the riff-raff and undesirables, by the soldier-merchant combination resulted in 1,000 having been shot, and 800 disarmed. Among those shot according to an authoritative source was Dr. Tung Wei Chien formerly head of the Changsha Foreign Office and Mr. Tung Tseng, head of the Industrial Commission, both violent Red leaders. This, it should be pointed out again, had no connection with orders from authorities, but represented purely and simply a taking of matters into their own hands by the anti-Communist group.—*North China Daily News*.

## PROPERTY SALE.

## BUILDINGS AT QUEEN'S ROAD WEST.

At the China Auction Rooms yesterday afternoon, Mr. E. V. M. R. de Sousa sold, by order of the mortgagee, buildings at Queen's Road West, known as Nos. 592, 594 and 596, and situated on subsection 1 of Section A of Inland Lot No. 670, Subsection 2 of Section A of Inland Lot No. 670 and the remaining portion of Section A of Inland Lot No. 670.

The properties have an area of about 6,096 square feet, and the annual Crown rental is \$53. The properties are held for the unpaid residue of the term of 999 years from June 25th, 1861. The upset price was \$50,000, and bidding was brisk and ranged from \$800 bids to \$1,000 bids. Mr. Wong Yat Cheung eventually became the purchaser for \$70,000.

## Messages From Ships.

The number of British ships sending message increased from 657 in 1925, to 1058 in 1926.

This was due in a large measure to the co-operation of the Navy. The number of ships of other nationalities increased from 752 to 831 in 1926 and the number of messages received from these ships increased from 1762 to 2376, an appreciable increase, but still representing only a small percentage of the ships within call of Hong Kong.

An appeal for regular observations from ships has been made through the International Commission for Maritime Meteorology.

In addition to meteorological registers kept at about 40 stations in China, meteorological logs were received from 230 ships operating in the Far East. These logs, representing 8,680 days observations have been utilised for amplifying the weather maps and verifying typhoon tracks. The corresponding figures for the year 1925 were 159 and 6,697.

## Typhoons.

The tracks of 12 typhoons and 30 of the principal depressions which occurred in the Far East, in 1926, are given in two plates in the Monthly Meteorological Bulletin for December, 1926.

On the morning of July 22nd a typhoon passed a few miles to the south of Gap Rock on a W.N.W. track. Winds of force 10 were experienced at Gap Rock at 10h. and 11h. and squalls at the rate of 80 to 85 m.p.h. were recorded at the Observatory between 8h. and 9h. A typhoon also passed near Gap Rock on September 27th, travelling at the rate of 24 m.p.h. in the first typhoon the lowest barometer reading at the Observatory, reduced to sea level, was 29.33 ins., at 8h. 45m. In the second typhoon it was 29.20 ins. at 7h. 15m.



## EX-JAPANESE WAR MINISTER IN PEKING.

DRASTIC NATIONALIST ACTION  
AGAINST THE JAPANESE.SERIES OF RESOLUTIONS DRAWN UP AT  
SHANGHAI NATIVE CITY.JAPANESE GOVERNMENT AND JAPANESE PEOPLE  
WARNED.BARON TANAKA AGREES TO WITH-  
DRAWAL OF JAPANESE TROOPS.

At a mass meeting, held in Shanghai Native City, a number of resolutions were unanimously passed, with reference to the proposed boycott of Japanese goods. The resolutions, as will be seen in one of the telegrams printed on this page, were of a drastic character, and concluded by resolving that "telegrams be sent to warn the Japanese Government as well as the Japanese people."

Judging by another telegram to hand from Shanghai, which has been received from a local vernacular contemporary (*Wah Ts Yat Pao*) the Japanese Government have thought the time has arrived "to calm China's indignation towards Japan," as it is reported that Baron Tanaka, the Premier, "has consented to the Foreign Minister's proposal that the Japanese Government should immediately withdraw the Japanese troops from North China."

No official confirmation is to hand with reference to this report.

Reuter states that Mr. Yamashita, ex-Japanese War Minister (1921-23) has arrived in Peking, and it is rumored that he will attempt to make peace between North and South.

THE "EMPRESS OF  
AUSTRALIA."

RE-ENGINEED AND REFITTED.

TO TAKE PRINCE OF  
WALES AND PREMIER  
TO CANADA.

[THROUGH REUTER'S AGENCY.]

LONDON, June 13th.  
The Canadian Pacific Co.'s *Empress of Australia*, has been re-engineered and refitted at Glasgow. Her speed has been increased from sixteen to twenty knots and her fuel oil consumption reduced from 205 to 150 tons daily.

She arrived at Southampton from which port she will start on her first trip to Quebec on the 25th inst.

She will carry the Prince of Wales and Mr. Baldwin to Canada in July for the Canadian Jubilee Celebrations.

The Canadian-Pacific Co. do not intend to replace her by another ship on the Pacific Route at present, owing to the unsettled condition of China having prejudicially affected trade.

## "VIVE FRANCE."

MELO-DRAMATIC ARREST OF  
ROYALIST DAUDET.HOW THE PREFECT DID  
THE TRICK.

[THROUGH REUTER'S AGENCY.]

PARIS, June 13th.  
Leon Daudet, Editor and Manager of the Royalist journal, *Action Francaise*, was melodramatically arrested following upon disorderly scenes at the newspaper building, after Daudet had declined to surrender to serve the sentence passed on him in November 1925, for libelling the driver of the cab in which his son was found shot.

Daudet accused the police of the murder and had since conducted a strenuous campaign against the police.

Three hundred Royalist supporters assembled at the building to prevent the execution of the warrant.

There was fighting and several of the police were taken to hospital.

The Prefect of Police to-day harangued Daudet, asking him whether he desired French blood shed?

"Vive France," retorted Daudet, surrendering to the police, who, however, had taken precautions, against the failure of their chief's speech, to have firehose and ladders handy.

[THROUGH HAVAS AGENCY.]  
"Without Incident."

PARIS, June 13th.  
The Royalist leader, M. Daudet, was arrested this morning without incident.

## BALKANS' FERMENT.

YUGO-SLAVIA AND THE  
ALBANIAN INCIDENT.MAY COME BEFORE THE  
LEAGUE.

[THROUGH REUTER'S AGENCY.]

GENEVA, June 12th.  
Yugo-Slavia has communicated its version of the Albanian incident to Sir Eric Drummond (Secretary-General of the League of Nations) but does not desire the matter brought up before the Council of the League of Nations, on the ground that it does not fall within the scope of Article 12 of the Covenant of the League; nevertheless she does not object to any member asking the Council to take up the matter.

[A telegram from Belgrade, dated June 5th, stated: There has been a serious sequel to the arrest by the Albanian police of an Albanian named Jurashkovich, employed as a dragoman in the Yugo-Slav Legation at Tirana, on a charge of spying. Despite Yugo-Slav protests, his release has been refused, and now the Yugo-Slav *Charge d'Affaires* and the entire Legation staff have sailed from Durazzo.]

A Geneva message of June 6th stated: The Albanian Government has telegraphed to the Secretariat of the League of Nations declaring that its attitude towards Yugo-Slavia is most conciliatory, but all its efforts to induce Belgrade to soften the harsh terms in the Note to Albania, or revise the decision to recall the Yugo-Slav representatives, have been in vain.]

THE ANGLO-GERMAN  
CONFERENCE.SATISFACTORY CONVERSA-  
TIONS.

[THROUGH REUTER'S AGENCY.]

LEVERKUSEN, June 12th.  
The urgent desirability of establishing international arbitration courts, was agreed upon at the Anglo-German conversations, mentioned earlier.

It is understood that the conversations were most satisfactory from the British standpoint. The conference passed a resolution to formulate a number of industrial proposals for submission to the forthcoming international conference of the Chamber of Commerce at Stockholm.

## 8-Hour Day Question.

LATER.  
A difference of opinion apparently exists as regards a universal eight-hour day. The longer German working-day places England at a disadvantage, but it is considered to be certain that there will be legislation in the autumn making a shorter day compulsory throughout German industry.

THE LINDBERGH  
RECEPTIONS.HERO AND MOTHER GUESTS  
AT THE WHITE HOUSE.COMMEMORATIVE POSTAL  
STAMP.

[REUTER'S AMERICAN SERVICE.]

WASHINGTON, June 13th.  
Lindbergh was whisked from one reception to another yesterday evening. After he and his mother had dined in state with President and Mrs. Coolidge at the temporary White House, where they have been installed during their stay here, Mr. Kellogg introduced the hero at the Minnesota Society banquet, at which Lindbergh, whose father was once a Congressman for Minnesota, said that all Europe admired the American air mail, "but what we lack is a passenger air service."

The climax to yesterday evening's functions was Lindbergh's appearance before 6,000 people, when Postmaster-General New presented him with a copy of the new postal stamp bearing his portrait.

The Smithsonian Institute also presented the Langley Medal.

BRITISH GUNNERY AT  
JUTLAND.

GERMAN OFFICIAL ACCOUNT.

INFERIOR RANGE FINDERS  
AND AMMUNITION.

It has always been accepted as one of the features of the Battle of Jutland that German marksmanship was at its best in the opening of the action and steadily degenerated, whereas British marksmanship took longer in ranging, but steadily improved. In the official history of the battle compiled by the German Naval Staff a very much higher proportion of hits is claimed by the enemy fleet than is conceded to our own. The Grand Fleet discharged 4,598 projectiles and is credited with 100 hits. The High Seas Fleet discharged 3,597 shells and is credited with 120 hits. Thus the percentage of hits was 2.17 to the British and 3.3 to the Germans. There is no reason for questioning the correctness of these figures. The German version bears all evidence of a strict regard for accuracy, and where the British shooting was conspicuously good, as in the case of the salvo firing by the Fifth Battle Squadron, due tribute is paid to it.

The German official account attributes the results to the inferiority of the British armour protection and the comparatively poor quality of our projectiles and range-finders as against their own. In this conclusion British naval opinion is bound to agree. It is an indisputable fact that many of our armour-piercing shells crumpled up like glass on impact, and good shooting was entirely neutralized by faulty ammunition. Probably also the Germans gained considerable gunnery advantage from the much greater mobility of their tactics.

The real lesson, which we can afford frankly to admit at this distance of time, is that we had relied rather too much on the fine old tradition of "conscious superiority." We came into the war fully convinced that our ships were better than the German ships, our methods superior to the German methods, and although such a spirit is worthy of the British Navy, yet in a mechanical age it must be justified on the technical as well as the personal side. The deterioration of the German marksmanship during the course of action rather suggests that the moral of the men was not so high as in our own fleet, unless we are to believe that German weapons and instruments proved less equal to the stress of battle than our own.

Post War Gunnery Silence.  
The Admiralty have kept grimly silent upon the gunnery of the Fleet ever since the war. In the days when we were preparing for the great struggle our battle practice returns were published to the world. We suppose it is safe to assume that behind present-day silence a standard of efficiency now exists in which the spirit of "conscious superiority" would be justified by the means as well as the men.—*Naval and Military Record*.

WARS AND CHINA'S  
SUMMER RESORTS.DEARTH OF HOLIDAY-MAKERS  
AT TSINGTAO AND  
CHEFOO.THE POLITICAL POSITION IN  
SHANTUNG.

[CHEFOO, June 1st.]

Tsingtao, "the Riviera of the Far East," is not likely to experience any great influx of holiday-makers this summer on account of the war situation in Shantung, says a *North China Daily News* correspondent. In a normal year, the hotel and boarding house accommodation is almost fully taken up at this time, but this season only those who are the most venturesome would venture forth to Tsingtao.

Province Overrun By Agitators.  
The war situation in Shantung is very critical just now, and if any indication were needed of this fact, one has but to realize the gravity of the Japanese Government's decision to send 2,000 soldiers to Tsingtao for the protection of Japanese interests. So far as is known, most of the Japanese women of Tsinanfu have gone to Tsingtao upon the advice of the Japanese authorities, leaving the men behind to carry on.

According to reliable reports, Shantung is overrun by agitators and propagandists in the employ of the enemy, ever on the lookout for an opportunity to create trouble. Then, too, taking advantage of the military disorganization that has set in, bandits have commenced to operate on a grand scale. It has been given out from Japanese sources that this danger from bandits has caused the destroyer *Kiyaki* to be despatched here.

Chefoo's Hotel Managers.  
Chefoo is normally another popular summer resort for China residents, but this year very much the same situation is expected to prevail as is the case with Tsingtao. Needless to say, hotel managers are not feeling as happy just now as they might be, but it is all in the game and who knows but that there may be some change for the better soon! But when it comes to a feeling of security, Chefoo has it more than Tsingtao in that each year, during the summer, the American Asiatic Fleet comes here, and what an array of Uncle Sam's strength it is! It inspires confidence in the community and gives the local natives much material for reflection.

It is indeed a pity and a shame that the innocent should so often suffer for the guilty, and that Tsingtao and Chefoo should suffer just because a warlord or two should come to clash in the province where these two excellent resorts are located.

The Glories Of Tsingtao.  
Who that has been in Tsingtao could ever forget the glorious automobile ride from the Grand Hotel to Laoshan, through gorgeous mountain scenery, or a picnic at Monchen's Villa, with swimming in the fine pool of clear water. Who, if he happens to be a yachtman or one who enjoys "going down to the sea in ships," could ever fail to grow enthusiastic over a sail in the Tsingtao Bay?

But militarists must fight and politicians must grudge and the innocent must always suffer for the guilty!

## BLOOD OF A SAINT.

CROWD'S EMOTION AT  
NAPLES CEREMONY.

The Naples correspondent of the *London Times* wires:—The ceremonies associated with the biennial liquefaction of the blood of Saint Januarius, the patron Saint of Naples, began at 10 o'clock on May 1st and concluded at 10 p.m. In the morning a golden bust of the Saint was carried in procession along the streets of old Naples under a rain of flowers from the Cathedral to the Church Santa Chiara, and in the afternoon the phials containing his blood were similarly escorted.

The prescribed prayers began in the evening at 7 o'clock in the presence of Cardinal Ascalesi, the Archbishop of Naples. The expected liquefaction being unusually delayed, the cries and entreaties of the faithful became more frantic till at 8.40 the dried blood began to dissolve into liquid. The joy of the crowd was unbounded, many weeping with emotion.

## IN HANKOW.

BUSINESS STILL HELD UP.

YANGTZE POSITION  
IMPOSSIBLE.

HANKOW, June 7th.

The str. *Kiang*, which has been on river to Ichang, whither it took a party of business men to investigate the possibilities of resumption of trade, has returned and will leave for Shanghai this evening.

Reports brought back by the delegation are not encouraging. Despite the fact that they found fair cargoes available on the Middle Yangtze, they consider the reopening of trade inadvisable for many reasons.

In the first place, local paper money is worthless, and, despite the fact that the unions have been dissolved, labour is still intransigent and very costly. Nevertheless, at the moment the cost of living is nearly normal, a circumstance, however, which is due solely to the fact that the troops at Wanhsien are confiscating rice, opium and silks, which are being sold in Ichang for what they will fetch.

The prevailing spirit of lawlessness, the delegation reports, has resulted in Chinese merchants in Ichang liquidating their businesses and transferring themselves and their capital to Shanghai as fast as possible.

In addition, Japanese are closing up their businesses, and the Asiatic Petroleum Company is withdrawing oil stocks. Even the Salt Gabelle has paid off its staff and has closed down.

The anarchy along the Middle Yangtze is typified by the state of affairs existing between Shansi and Ichang, between which ports no fewer than 52 bandit stations have been established. They hold up junks and fighters and extort heavy ransoms and tolls.

General Yang Sen has commanded all steamers, no matter what flag they fly, to transport his 60,000 troops down the river. Among other steamers he has taken is the ex-China Merchants' *Kiang Kiang*, which was on her way from Shanghai to Chungking with a full cargo. The cargo was dumped on the beach and the vessel loaded with troops and sent to Shansi. The *Kiang Kiang* has made three voyages and has not yet been released.

The bandits along the river have even attacked these troop-ships, boarding and looting them.

It is believed here that if General Yang Sen advances and takes Hankow, Ichang will be attacked by his rivals from Chungking, and that what little trade does pass will again be ruptured. So that in the event of a sudden retreat by General Yang the position will be worse, for his troops are looters rather than fighters.—*Reuter*.

## Banks Suspended At Ichang.

SHANGHAI, June 7th.  
According to an Ichang message under the date of June 5th, banking institutions there have suspended business and the money circulation has been curtailed owing to heavy unjust taxes. Tufei are acting so boldly and robbery occurs so frequently that foreigners there are feeling uneasy. Chinese merchants are quitting secretly for Hankow for safety, according to the same message.—*Toho*.

## U.S. FLEET CORPORATION.

NEW DIRECTOR OF  
OPERATIONS.

The appointment of Mr. E. A. Kelly, vice-president in charge of operations for the Clyde Line, to be Director of Operations of the United States Merchant Fleet Corporation, in place of Mr. James A. Wilson, was approved by the Shipping Board recently. Mr. Kelly commenced his new duties on April 19th. Mr. Kelly is a native of Kingston, N.Y. All his business career has been in the shipping business, and he has been associated with the Clyde Line for more than 30 years—first as secretary to the General Manager, chief clerk to the General Manager, assistant to the General Manager, and then as General Superintendent of the Clyde Line—then General Agent of the Clyde and Mallory Line. He was Assistant General Manager, and later became Vice-President of the Clyde and Mallory Line. During the war Mr. Kelly represented the Coastwise Lines on the National Adjustment Commission; he also served for the railroad administration, giving attention to terminal labour matters and other phases of like character. He is now Chairman of the Personal Committee of the American Steamship Owners' Association, and has held that position for several years.

CHIHLI AND SHANSI WAR  
PREPARATIONS.

[Wah Ts Yat Pao.]

SHANGHAI, June 13th.

Shicheng, at the junction of the Chingling Taiyuen and Kin Han railways, has been placed under strict martial law by the Fengtienese military. Railway communication leading to Shansi has been suspended; and commercial activity in the city has been stopped at night.

At Taiyuen, the capital of Shansi, an important conference will be called to consider the campaign against the Fengtienese, at which representatives from Marshal Chang Kai Shek and Marshal Feng Yu Hsiang will attend.

[Wah Ts Yat Pao.]

## Resolutions Against The Japanese.

SHANGHAI, June 13th.

At a mass meeting in Shanghai many resolutions were passed as to boycott of Japanese goods, namely:

1. Appearing to all classes to sever economic relations with Japan.
2. To sever all industrial and commercial cooperation with the Japanese.
3. To stop all Japanese goods from being imported through the Customs Houses.
4. To request the Nationalist Government to sever diplomatic relations with Japan, and
5. That telegrams be sent to warn the Japanese Government as well as the Japanese people.

## "War Must Be Continued."

On the 12th inst. a conference was held, in the Hsunchungwang Palace, Peking, by the Ankuochun leaders. In the course of the conference, it was unanimously decided that the war with the Southerners must be continued, in view of the impossibility of effecting a compromise with the Southerners who demanded that Fengtienese fly the Kuomintang flag and accept the "Three People's" doctrine; in other words, demanding the Fengtienese Party's surrender not their co-operation.

## JAPAN AS MEDIATOR.

[THROUGH REUTER'S AGENCY.]

PEKING, June 13th.

Mr. Yamashita, Japanese War Minister in 1921-23, arrived in Peking at 7 o'clock this evening. It is rumored that he has a mission from Baron Tanaka (the Premier) to attempt to make peace between the North and the South.

SHANTUNG TROOPS STILL  
RETREATING.

[Wah Ts Yat Pao.]

SHANGHAI, June 13th.

After surrendering Hanchow, Sun Chuen Fang's remnants retreated to Tacheng, south of Shantung, from which they will also evacuate owing to continuous pressure of the Southerners.

Japan's Troops In North China.  
The Japanese Premier, Baron Tanaka, has consented to the Foreign Minister's proposal that the Japanese Government should immediately withdraw the Japanese troops from North China in order to calm Chinese indignation towards Japan.

Marshal Chiang.  
Marshal Chiang Kai Shek returned to Nanking early this morning from Hanchow, where he had been consulting with Mr. Chang Ching Kiang and many other Kuomintang leaders concerning the coming campaign against the Northerners.

## Another Southern Victory.

The Southern General Wang Tin Pui, has sent a telegram to the effect that the Southern troops of the 10th and 3rd Army Corps have taken Hongchong and that they are advancing further northwards.

[THROUGH REUTER'S AGENCY.]  
Hankow's Government "Purely Bourgeois."

HANKOW, June 12th.

In the course of a talk with *Reuter's* correspondent, Mr. Eugene Chen remarked that the Hankow Government is now "purely bourgeois."

Whatever amount of truth there may be in this statement, it is increasingly evident as a fact in the past few days that the local authorities are legislating against Communism, realising the necessity for restoring confidence if the "financial blockade" is to be lifted, for this will only be possible after the removal of the heavy restrictions on normal trade.

Meanwhile, the living conditions for foreigners are gradually returning to normal. Many have returned from the ships, where they have been living, to their residences, and their wives in some cases are returning to Hankow.

[NAVAL WIRELESS.]

## Honan Propaganda Campaign.

HANKOW, June 12th.

It would appear that the Hankow Government intends a big propaganda campaign in Honan. The Propaganda Department left Hankow yesterday for Chengchow, where officials are still in conference, taking with them a large sum of money in silver dollars.

The situation in Hankow remains much the same. Foreigners are able to walk about the streets of the British Concession without fear of molestation or insult.

(Continued on next column).

## IRISH ELECTIONS.

"NECK AND NECK  
STRUGGLE."

[THROUGH REUTER'S AGENCY.]

LONDON, June 13th.

The Irish Free State elections will resolve themselves into a neck and neck struggle between the Government party and the *Fianna Fail* (the followers of De Valera). There are 150 seats to be filled, and at midnight the state of the parties was:

Government	29
<i>Fianna Fail</i>	29
Labour	15
Independents	5
Farmers	6
National League	5
Sinn Fein	3

The figures show that the Constitutionalists muster 63 and the Republicans 32 seats.

Mrs. Mary McSwiney, the leader of the Sinn Fein party, has been defeated.

## Coolies Exorbitant Charges.

WUHU, June 12th.

Two members of the staff of the Asiatic Petroleum Company were attacked by coolies and slightly injured when they refused to pay the ridiculously excessive fees demanded by coolies who had carried their luggage.

The matter has been referred to the Chinese Commissioner for Foreign Affairs.

## Anti-Reds Control Kuikiang.

KIUKIANG, June 12th.

The anti-Red party have complete control of the situation, and the "Reds" have been given a week in which to leave the district. Lin, the Commissioner for Foreign Affairs, has now returned.

## Southern Offensive Resumed.

NANKING, June 12th.

It is reported that the Southerners are resuming the offensive. There is nothing to report from Nanking or Pukow.

## Upper Yangtze Trouble.

ICHANG, June 12th.

The military authorities in ports in the upper reaches of the Yangtze beyond Hankow are causing trouble. Money is being demanded of rich Chinese in Ichang, accompanied by dire threats for failure to comply, and the wealthier classes are endeavouring to leave on this account.

CHENGKING, June 12th.

The number of troops at Chengking is three or four hundred, not thousand, as reported yesterday.

## Ningpo's Boycott.

SHANGHAI, June 12th.

A strict anti-British boycott is being enforced at Ningpo, and there has been talk of a likelihood of the spread of the movement to Shanghai. It is not seriously thought that this is at all probable. Yachts were out on the Whangpoo River yesterday, sailing up as far as Lungshu. There was no firing from the shore.

The situation is generally quiet, though rumours are current.

[THROUGH REUTER'S AGENCY.]

## More French Troops From Indo-China.

SHANGHAI, June 12th.

Five hundred French troops have arrived here from Indo-China.





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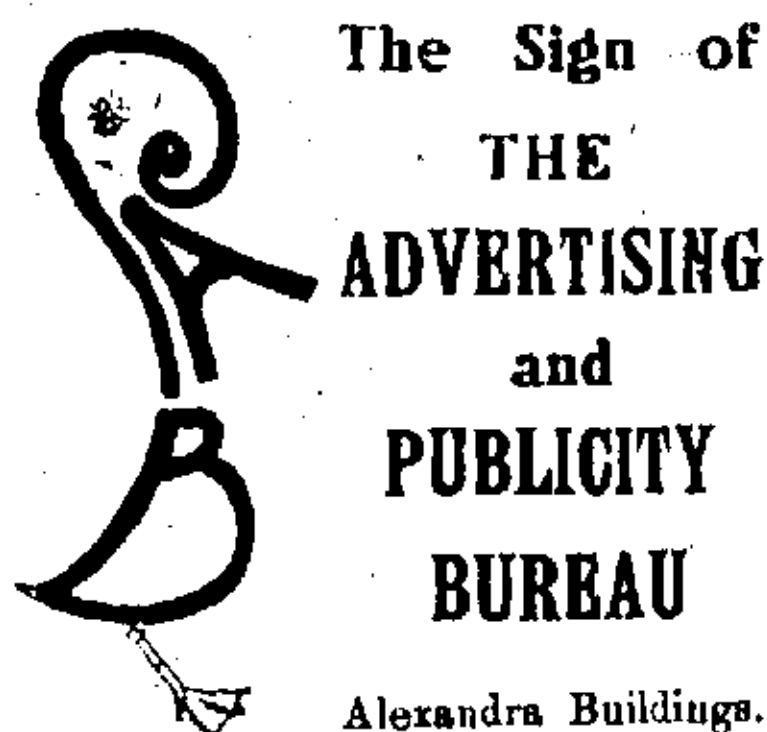
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## SHANSI TUPAN HOLDS BALANCE.

SEEKING TO EXTEND HIS INFLUENCE.

HOSTILITY TO FENGtien FORCES.

PEKING, June 10th.

It must be realized that the so-called peace talk between the North and the South is merely another phase of the war game, writes the *North China Daily News* special correspondent. Military pressure has not slackened on any front. In fact another factor has been introduced that adds as much to the tenseness of the situation as to its complexity.

That factor is the Shansi Tupan and the consideration appertaining to the minds of the Ankuochun to-day is the steadily insistent leverage he is exercising on the Peking-Hankow and the Peking-Suiyuan Railways. No blows have been struck but this factor holds far more significance for the Ankuochun than the threats of Nanking and Hankow.

**Eyes On General Yen.**

Peking's eyes, are, therefore, riveted on Taiyuanfu. Can Gen. Yen Shih Shan force a coalition. That is his declared intention as revealed to me several times by his representatives who are growing more and more numerous here every day. Yen, of course, does not intend to leave Taiyuanfu, but he seems to have stepped down from his hitherto secure perch on the fence to compete in the maelstrom in order to obtain a larger influence. His old flag has been hauled down and instead there flies over his yamen the emblem of the Nationalists. It may all be put down to expediency, but there is no doubt about it that while his brothers of the tunic have been exhausting their strength he has added so considerably to his that it is looming over north China.

His machine is too big for the province and must be accommodated elsewhere. His first lieutenant, General Shung Cheng, of Suiyuan, wishes to bring the spare over to the metropolitan pastures ostensibly as a bridge for that sort of understanding which is now being sought.

**Marshal Feng The Cause.**

The main reason for Gen. Yen Shih Shan's flight into external points is Marshal Feng Yu Hsiang. He wishes to force the coalition as a check on the Christian general. No one trusts Feng. Even Chiang Kai Shek, himself, does not wish to work through him but through Gen. Yen, and Chiang's terms with the North have been assigned to Shansi representatives for negotiation with Mukden.

It is from Chiang's men that I have obtained an idea of these terms. In brief they consist of the demand that Chang Tso Lin and Chang Tsung Chang shall retire, the withdrawal of the Fengtien armies outside the Great Wall and the transformation of these armies into "Nationalist" armies under "young militarists." This term is applied to such Fengtien men as Yang Yu Ting, Han Lin Chun and Chang Hsueh Liang.

**Chang Tsung Chang Obsolete.**

It would not seem as if the discussion could proceed very far along these lines, at least until further fighting has been resorted to. But it all depends on how skilfully Yen Shih Shan can manipulate his nutcrackers. Most observers do not think Chang Tsung Chang's actions will owe anything to Taiyuanfu. The Shantung Tupan's frame of mind is unchanged—to fight for his overlordship over Shantung. Though his province is getting to be as much a hornet's nest as Honan, this is merely fuel to his determination not to throw up the sponge until he has given his army another test.

His line at present extends roughly along the border. Of much better material is the Fengtien Army along the northern bank of the Yellow River. Ankuochun headquarters claim it is because this is the only place where Chang Tso Lin can afford to talk round the terms which are now offered him. If it were not for the verbal and military persuasion of Gen. Yen Shih Shan he would probably turn them down flat. As it is the present discussions are merely in the nature of exchanges of opinion, and points of view will vary according to the state of the military barometer.

At present it shows stormy weather which will probably have to burst over Shantung before one can subscribe to the prospect that is held out on all sides of a peace atmosphere.

## SOVIET'S ABSURD ALLEGATIONS.

SIR ROBERT HODGSON'S REPUDIATION.

FURTHER DETAILS.

[BRITISH WIRELESS SERVICE.]

RUSSIA, June 12th.

Sir Robert Hodgson, who, until the British Mission was withdrawn, was the British *Chargé d'Affaires* in Moscow, has issued a statement repudiating the allegations of illicit practices which are made against members of the mission by the Soviet authorities.

These allegations, which are declared to be fantastic and entirely without foundation, are contained in three pronouncements; namely a speech by Rykoff, an official *communiqué* from the Soviet Government, and a report announcing the execution in Moscow of twenty persons, of whom four are stated to have been in British employ.

**Commercial Difficulties.**

Sir R. Hodgson deals first with a letter addressed by the British Consul in Leningrad, Mr. Preston, to a member of the British mission, which had been quoted in full by Rykoff. The latter alluded to a request received from the Department of Overseas Trade in London asking for information regarding the possibilities for selling fuel engines in Russia, and Mr. Preston in his letter stated that he anticipated that if he asked Russians to assist in obtaining such information on this perfectly innocent matter, they were liable to be treated as spies and summarily executed.

Sir R. Hodgson proceeds, "The question arises, were Mr. Preston's apprehensions justified. Rykoff shows by examples he quotes of justice at the hands of the State Political Department, known as the G.P.U., that they were."

He mentions the case of Peshkoff, a former officer of Kolchak's Army, and one Filin, shot for supplying information on military matters to Mr. Charnock, of the British Mission. Peshkoff, who, incidentally, was never an officer in Kolchak's Army but had civilian employment at Omsk in Kolchak's time—had been an officer in the Imperial Russian Navy. On the arrival of the British mission in Moscow, in 1921, he was put into contact with Sir R. Hodgson by a woman of the name of Dahl, who was a secret agent of the G.P.U., and had been in Siberia in Kolchak's time. Temporary employment was given to him by the representative of the Canadian Pacific Railway Company in Moscow.

**"A Mare's Nest."**

Shortly afterwards he was arrested, together with his wife and a large number of other persons, on a charge of having organised, under Sir R. Hodgson's instructions, a counter-revolutionary movement in Siberia. Sir R. Hodgson sought the assistance of Karakhan, and the whole charge was found to be a mare's nest. Peshkoff returned to his employment, and so remained until May, 1925, when he again was arrested. The nature of the charge against him has never transpired till now, though it was generally suspected to be what Rykoff declares it to have been—"espionage for the benefit of Great Britain." The accomplices whom Rykoff mentions were friends of Peshkoff, for whom he had found employment in the G.P.U. Office.

It stands to reason that after the Dahl affair, Peshkoff was the last person in Russia who was likely to work as a spy for Great Britain, or to whom Sir R. Hodgson was likely to apply for information. In fact, though the acquaintance between the British Mission and Peshkoff was maintained, it was deliberately confined to the minimum in order to diminish the risks of criminal significance being attributed to it. The accusation quoted by Rykoff, that Peshkoff and his friends were engaged in espionage work, is utterly and entirely without foundation.

**Another Fantastic Case.**

Even more fantastic is the case of Filin. He was a young officer in the Red Army, whose wife was a friend from childhood of Mrs. Charnock. He had a post immediately under the Revolutionary Military Council, and in that capacity was doubtless in a position to procure information on matters of military importance. It was precisely for this reason that Mrs. Charnock avoided any dealings with him which might conceivably compromise him. He met him in all some four or five times, during five and a half years, and then only in company. On one occasion he discussed military matters with him. It was only now that the nature of the charge on which he was shot is revealed.

With the accusations launched by the Moscow *communiqué* in general, it is unnecessary to deal at length.

## THE AUSTRALIANS IN MALAYA.

SECOND DAY'S PLAY IN THE MEMORABLE DEFEAT.

CONGDON'S FINE INNINGS.

KUALA LUMPUR, June 12th. Saturday dawned wet and gloomy, and it was feared that play in the Australians-Malaya match would not be possible. As the morning advanced the clouds disappeared and gradually the sun began to show itself in a most welcome fashion. A resumption was made at 2.30 p.m.

Malaya knocked out the very creditable total of 155 runs, the chief feature of which was a magnificent innings of 71 by Congdon. Through out his breezy display he treated the bowling with the utmost confidence and gave not a chance except for a particularly difficult one in the slips when in his forties. It ever Congdon demonstrated his ability as a batsman he did so yesterday for he repeatedly sent Andrews, Adams, Everett and Macartney to the ropes and pulled the last bowler for a capital six.

At one time Malaya had 150 for six wickets, but Macartney, taking over from Andrews, found a deadly length and accounted for three wickets within two overs with the result that the ninth wicket fell with the score standing at 152.

With 192 to make to win the Australians opened their second innings at 3.30, sending in Wood, full and Rufe. Hennessey opened bowling from the bank end and his over produced only a single. Bostock-Hill took charge on the other side.

Woodfull put him away for a couple and followed it up with a single to leg. Hennessey's next two overs were maidens, but several singles were obtained off Bostock-Hill and ten runs were registered after a quarter of an hour's play. Stumps were drawn at 5.50, with the score standing at ten.

The scores in the second innings of Malaya's side were as follow:

Malaya.	
2nd Innings.	
C. H. Congdon, c Everett, b Andrews	71
W. N. Hansell, b Macartney	5
T. Leysius, c Adams	19
J. A. Hussey, c Woodfull, b Adams	4
A. J. Bostock-Hill, c Andrews, b Everett	16
V. E. H. Rhodes, st. Oldfield, b Andrews	8
H. L. L. Bradfield, b Adams	14
G. M. Brand, b Macartney	13
A. P. Peiman, b Macartney	0
N. J. A. Foster, c Bardsley, b Macartney	6
P. H. Hennessey, not out	0
Extras	2
Total	155

In the first innings, Malaya compiled 105 and the Australian team 55. The Australians' second innings produced a total of 142.

## THE GOLFERS' JOSS.

TWO PLAYERS HOLE OUT IN ONE.

PRESENTATION BOTTLES OF WHISKY.

The golfers' special joss put in some overtime on the 8th last, when two players holed out in one on two different greens almost at the same moment while playing over Deep Water Bay course. The two gentlemen who performed this feat were Messrs. A. Leach of the Vacuum Oil Co. and W. B. Cornaby of Jardine, Matheson & Co., Ltd. They have been duly awarded by Messrs. Johnnie Walker & Sons, Ltd., the famous Whisky Distillers of Kilmarnock, by a presentation of a bottle of their famous whisky through their local agents, Messrs. Caldwell, MacGregor & Co., Ltd.

## LAWN TENNIS.

DAVIS CUP RESULTS.

[THROUGH REUTER'S AGENCY.]

ROME, June 12th. In the third round of the Davis Cup contest, in the doubles, De Morpurgo and De Stefani (Italy) beat Cochet and Brugnon (France); 6-4, 6-4, 6-4.

**Czechs Beat Belgians.**

PRAGUE, June 12th. In the third round of the Davis Cup, Czechoslovakia defeated Belgium by 4 matches to one.

**South Africa Win.**

In the Davis Cup matches, Spence (South Africa) beat Landmann (Germany); 6-3, 6-8, 6-4, 1-8, 6-2. Moldenhauer (Germany) beat Condon (South Africa); 4-6, 6-3, 3-6, 6-4.

South Africa thus won, by 4 matches to one.

**Danes Beat Indians.**

COPENHAGEN, June 12th. In the Davis Cup, Ulrich (Denmark) beat Prasad (India); 6-4, 7-5, 6-4. Axel Petersen (Denmark) beat A. H. Fyzee (India); 6-0, 6-2, 6-4. Denmark thus won by 5 matches to nil.

## TENNIS LEAGUE.

KOWLOON C.C. TEAM.

The following will represent the Kowloon Cricket Club against the Hong Kong Cricket Club to-morrow, at 5 p.m. on the H.K.C.C. ground:—E. C. Fincher (capt.) and E. F. Fincher, W. Hyde and C. E. Millard, C. W. E. Bishop and L. Jack.

## FOOTBALL.

H.M.S. "HERALD" WINS.

For the third time in succession H.M.S. *Herald* beat H.M.S. *Traquair*—this time by six goals to nil—at the Stadium, Singapore, on Saturday, June 10th. The other two wins were obtained when the two ships were in Hong Kong.

At the start it looked as if the game would be very even, for it was a quarter of an hour before Gardner, the *Herald's* inside-left, opened the scoring. Their second goal came from Williams, who sent in a hot shot which gave the custodian no chance; while Gardner added his second goal before half-time. The second half found the *Herald* having matters all their own way, goals being scored by Wellbourne (1) and Mathews (2).

## TURKS KEEN ON FOOTBALL.

CONSTANTINOPLE. Despite the keenness of the Turks on Association football, the etiquette of the game is often too severe a trial for the bitter rivalry of Turkish clubs.

The other day a specially arranged cup match between the two chief teams of the Constantinople League ended in a free fight in which the spectators joined, invading the pitch and chasing the more unpopular club out of the ground.

The public even man-handled reserve players walking away from the match.

## CHESS BY WIRELESS.

ANGLO-AUSTRALIAN MATCH AT 12,000 MILES.

Six British M.P.s will meet at the House of Commons to play six Australian M.P.s at chess—but the antagonists will be 12,000 miles apart, says a recent copy of the *Sunday Times*.

The moves in the game will be flashed across space by the new beam wireless service, and Australia having won the toss: the Duke of York, at Canberra, will make the first move for one of the Australian players, whose opponent will be Sir Richard Barnett, the British captain.

At this end Mr. Baldwin will move a piece on the second board, the British player being Colonel Sir Asheton Pownall.

The other members of the British team are Captain J. C. Fairfax, Sir John Simon, Sir Mervyn Manningham Buller, and Mr. Hopkin Morris. The Australian players are drawn from all the State Parliaments.

Play will extend over to-morrow and Tuesday, uninterrupted sittings of four hours' duration being held on each day.

The British team will assemble in Committee Room No. 14 of the House of Commons at 3 p.m., corresponding with midnight in Australia.

The use of "beam" wireless for the match is a highly interesting experiment, especially as play will begin at a time of day when the system does not work at its best.

The desire of the General Post Office authorities was that the match should open at 5 p.m., but a suggestion by cable to this effect brought from the Australian authorities a firm though polite reply to the effect that they were willing to begin at midnight.

## PROWLING THIEVES.

GROWING MENACE IN SINGAPORE.

Robberies and hold-ups, and shootings, of uncomfortable frequency, occurrence in Singapore focus the attention of the public to such an extent that one is apt to forget that there exists in this island such a pest as the wandering thief.

The reference is to the class of person that wanders around with an eye on the possibilities of a downstairs window left open during the night or of deserted front verandahs with easily disposed articles lying about, such as, for instance, gramophones.

Thefts of this kind are fairly common in Singapore, though not every victimised housewife reports it.

A European lady in Nassim Road suffered the loss of a quantity of silver ware a few days ago, and this morning the police list contains a report from a Wilkie Road householder of the loss of a machine. Motor-car tyres and spare parts of cars have a special fascination for these gentry.—*Straits Times*.

## RASH ON BABY'S HEAD AND FACE.

Troublesome at Night. Healed by Cuticura.

"My baby was troubled a lot with a rash on her head and face. At times it was so bad that you could not get her to keep a bonnet on, and she used to scratch until it would bleed. It was very troublesome at night, causing her to be restless and she lost many a night's sleep."

"I sent for a free sample of Cuticura Soap and Ointment and after using it an improvement was noticeable. I purchased more and in a short time she was healed."

(Signed) Mrs. Rowe, 11, St. Catherine's Ter., St. Marks, Sunderland, England.

Rely on Cuticura Soap and Ointment to keep your skin clear. Soap and Ointment sold throughout the world. For sample, each free, address: Cuticura, P.O. Box 100, New York, N.Y. Also for mail orders with price.

Try the Cuticura Shaving Stick.

## LIFE-BOAT TRACTOR.

The Royal National Life-boat Institution has had designed for it a tractor, with a creeper track, which, it is hoped, will launch life-boats off all types of beach. It will be driven by a four-cylinder engine of 60 h.p., and will have a speed of twelve miles an hour.

The engine can be submerged, the barbuette and magneto being enclosed in water-tight housings. The tractor will carry a winding-drum with a steel wire rope. The carriage of the life-boat herself will also be fitted with creeper tracks.

## HONG KONG TIDE TABLE.

From June 14th to 20th, 1927.

		HIGH WATER.				LOW WATER.			
Days of Week	Date of Month	Hong Kong Standard Time.	Height.	Hong Kong Standard Time.	Height.	Days of Week	Date of Month	Hong Kong Standard Time.	Height.
Tues.	14	h. m.	ft. in.	h. m.	ft. in.	Wed.	15	h. m.	ft. in.
		7 59	6 8	1 56	2 4			9 29	4 2
Wed.	15	8 28	7 2	2 22	2 7	Thurs.	16	10 19	4 1
		10 19	4 1	4 4	0 6			11 12	4 0
Thurs.	16	11 12	4 0	4 44	0 4	Fri.	17	11 42	7 7
		11 42	7 7	5 28	0 3			12 0	8 3
Fri.	17	12 0	8 3	6 12	3 1	Sat.	18	12 23	7 7
		12 23	7 7	6 46	0 3			1 1	7 3
Sat.	18	1 1	7 3	7 18	3 2	Sun.	19	1 11	7 5
		1 11	7 5	7 58	0 5			2 8	3 5
Sun.	19	2 8	3 5	8 4	0 7	Mon.	20	2 2	7 1
		2 2	7 1	8 4	0 7				



**Cuts & Wounds**

Need ZAM-BUG'S Clean Healing.

At any moment in street or bazaar, home, office, factory, sports-ground or jungle, you are liable to happen cuts, bruises, burns and flesh wounds.

Whenever the skin is broken, millions of poisonous microbes are waiting to invade the tissues. Therefore don't lose a moment in smearing any injury with a little of that precious antiseptic healer—Zam-Buk.

The medicinal action of Zam-Buk is threefold. First, where skin is the least sore, irritated or inflamed, Zam-Buk is instantly cooling and soothing. Secondly, Zam-Buk is highly antiseptic. It purifies damaged exposed tissues, kills off poisonous disease germs, and averts festering and blood poisoning. Thirdly, Zam-Buk promotes rapid natural healing and grows healthy new skin.

This rare herbal Zam-Buk is miles ahead of fatty ointments and crude salves. Zam-Buk, guaranteed free from all animal fats, is always soothing and safe for the skin.

**Zam-Buk**

Keep a box of Zam-Buk always handy. Use it to soothe and cure skin diseases and injuries. Of English and Chinese dispensaries everywhere. L.E.774.



THE "NEGROS"  
INQUIRY.CAPTAIN DID NOT SHOOT  
HIMSELF?WAR VESSEL IMPROPERLY  
LOADED.

MANILA, June 13th.

With the investigation of the sinking of the steamer *Negros* starting at 2.30 p.m. today at the Custom House, the Government machinery for responsibility for the disaster began to move.

The investigation is being conducted behind closed doors and the witnesses are summoned into the investigation room by turns. Many survivors are expected to testify, and the proceedings will not be finished in a week. Since the Constabulary who accompanied the survivors to Manila, will submit a report of the disaster to the Governor General. The steamer *Machete* was under Colonel Sweet's orders on its relief mission, and after touching near Mindanao, Tayabas, the vessel started searching for the bodies of the missing. The entire west coast of Borneo peninsula, the southern coast of Camarines Sur, Albay and Sorsogon were searched, but not a single body was found. The boats also passed in the vicinity of Burias Island before touching at Masbate where the survivors were taken by the steamer *Santana*. Colonel Sweet believes that the dead were devoured by sharks.

## One Lesson Learned.

We got one consolation from the *Negros* disaster, and that is we have learned one valuable lesson. Colonel Sweet declared. We have learned that our inter-island vessels, many of them, are not equipped to take care of passengers in case of a disaster. The vessels are without wireless apparatus. The crews are untrained and undisciplined. In nearly all marine disasters in the Philippines, the crews are the first ones to rush to the life boats. They do not care whether the passengers die or save themselves.

Corrective measures tending to remedy the present condition of inter-island navigation should be adopted. In fact, they should have been adopted years ago following the *Maria Luzon*, the *Vicentia*, the *Quantico* disasters. In the present *Negros* disaster, punitive measures will avail nothing. No amount of severity imposed on those alleged to be responsible for the disaster can restore the lives of those who died at sea. It is time the Government take a deep interest in the matter with a view to avoiding serious loss of life in the future.

## Yangco Officials Praised.

Officials of the Yangco Steamship Company are highly commended by Colonel Sweet for the valuable aid they extended to the survivors. The Company provided food and clothing for the survivors, sent to *Santana* and the *Machete* to get them, and has promised to defray all expenses incident upon their stay in Manila. The Company has done everything possible to give relief to the survivors, and it merits the commendation of the public.

Colonel Sweet is now preparing his report on the disaster to the Governor General. The steamer *Machete*, rescue ship sent out by the Yangco Steamship Company, arrived in port at 1.30 o'clock this morning from Masbate with 87 survivors of the *Negros* disaster on board. The party was accompanied by Colonel Lucien R. Sweet, of the Constabulary, and Major Celestino Navarro, provincial commander of Tayabas.

## Survivors in Health.

All of the survivors, except four elderly men, appeared to be in good health. The four men were immediately taken to St. Luke's Hospital. Eight women are among the survivors. Three of them were taken charge by the American Red Cross, and the rest by friends and relatives in the city.

The Yangco Steamship Company announced that it will pay all expenses in connection with the accommodation of the survivors while they are in the city. Arrangements are being made of their accommodation.

## How Captain Died.

There are different versions regarding the death of Captain Altonaga of the ill-fated steamer. First reports received in Manila said that he shot himself on the bridge of his ship. Other reports were that he shot his two children first and later turned the revolver against himself. Now, however, surviving passengers who said they saw the captain just a few moments before the boat sank, believe that he was drowned.

Santiago Lleno, supervising district auditor for the Visayas, who is one of the survivors, said he was with the captain when the accident occurred. The last he saw of the captain was when he embraced his two sons, and all three were probably drowned, he said. He absolutely had no time to go to his cabin to get a revolver, he explained.

Another survivor, Tranquilino Tupas, a student of the University of the Philippines, said he saw the captain going toward his cabin with one of his sons. The other soon followed, but a wave caught

(Continued on next Column).

## PASSENGERS.

## ARRIVALS.

Per s.s. *President Taft*, on June 13th: For Hong Kong: Mr. Wm. Cheng, Mr. John Colgate, Mr. J. M. Dyer, Mr. S. R. Davenport, Mr. H. Gillares, Mr. and Mrs. F. Gale, Mrs. L. Howie, Mr. Kane, Mr. C. A. Larson, Mr. Alfred Lau, Mr. Li Tse Fong, Mr. S. C. Ling, Mr. M. Manuk, Miss M. Manuk, Mr. F. Moller, Mr. G. Benson, Mr. T. Y. Poy, Mr. R. T. Sogest, Mr. Sit Tse Jung, Mr. G. B. Sayer, Mr. Tse Took Kai, and Mr. M. Wolford. Among passengers passing through on their way to Manila were: Senator Juan R. Alegre, Mr. W. C. Burke, Mr. A. E. L. Best, Mrs. Henry W. Corp, Miss Marie Corp, Mr. W. A. Chittick, Mr. and Mrs. A. H. Evans, Master L. E. Evans, Master R. H. Evans, Mr. C. E. Ferguson, Mr. H. L. Fisher, Mr. C. Gunther, Mr. Y. Inamura, Mr. Geo. M. Ivory, Mr. and Mrs. E. B. Land, Master G. Land, Miss D. Land, Miss Helen Land, Mr. and Mrs. J. D. McEnirney, Master M. McEnirney, Mr. C. A. Moszkowski, Miss P. Perales, and Mr. A. A. Rowan.

Per s.s. *President Jackson*, from Manila, on June 13th: For Hong Kong: Mr. Dietrich Braun, Mr. C. W. Cumming, Mr. W. A. Graham, Mr. L. A. Hekking, Mr. Henry Luth, Mr. and Mrs. P. W. Parker, Mr. and Mrs. J. W. Schoening, Mr. and Mrs. Burton Wheeler, Mr. J. Wheeler, Mr. E. Wheeler, and Miss E. Wheeler. Among passengers passing through on their way to Shanghai were: Miss A. L. Alexander, Miss G. Bergerson, Miss A. E. Coffey, Mr. D. Delbourn, Mr. P. S. Erickson, Mr. C. N. Ferrier, Mr. D. Goodman, Mrs. M. Greenwell, Mr. H. Harrison, Miss E. Iverson, Master T. Ginn, Miss V. A. Lawton, Mr. J. K. Middleton, Mr. J. E. Shomer, Mr. A. C. Snow, Dr. W. A. Woolgar, Mrs. M. Wythe, Master D. Wythe, and Miss E. Wythe. For Yokohama: Mr. and Mrs. E. Greenfield and Miss Ruth Greenfield; for Seattle: Mr. Henry H. Boyle, Mrs. Mary J. Boyle, Mr. C. I. Barr, Mr. and Mrs. C. Davidson, Master C. F. Davidson, Master R. E. Davidson, Mr. and Mrs. R. E. Shaw, Master F. Shaw, and Mr. A. K. Spindler.

European passengers per s.s. *Hakusan Maru*, from London via ports, on June 12th: Mr. J. P. Dominio, Prof. and Mrs. F. R. K. Redenwall, Mr. W. P. Smith, Dr. E. S. Smith, Mr. K. S. Smith, Dr. E. L. de Souza, Mr. J. Cooney, Dr. E. H. M. Calverley, Mrs. E. Z. Dalggaard, Master O. Z. Dalggaard, Master L. Z. Dalggaard, Mr. O. Fischer, Mrs. O. G. Fischer, Mrs. A. A. Herring, Miss S. Heiderscheid, Mr. H. T. van Holst, Mr. C. T. van Holst, Mr. W. N. Manning, Mrs. C. Manning, Mrs. P. K. E. A. Olsen, Master Y. L. Olsen, Mr. Y. Okanishi, Mr. and Mrs. J. P. Wills, and Master J. W. Wills.

## DEPARTURES.

European passengers per s.s. *Hakusan Maru*, for Japan via Shanghai, on June 13th: Miss L. G. Marshall, Mr. and Mrs. J. P. Wills, Mrs. P. Olsen, Mrs. E. Z. Dalggaard, Mr. and Mrs. W. N. Manning, Mr. E. H. M. Calverley, Mr. C. T. van Holst, Mr. H. T. van Holst, Mr. and Mrs. O. Fischer, Mrs. A. Herring, Miss S. Heiderscheid, Mr. R. Schafer, and Mr. and Mrs. T. Dake.

European passengers per s.s. *Togo Maru*, for San Francisco via ports, on June 13th: Miss R. Gesso, Mr. F. Powell, Mr. and Mrs. J. N. Sipser, Mr. and Mrs. J. F. Sequeira, Master J. F. Sequeira, Mr. B. Plums, Mr. H. Rudolf, Mr. and Mrs. J. E. Elias, Miss S. K. Elias, Master E. E. Elias, Mr. O. E. Davies, Mr. and Mrs. J. Albeck, Mr. J. Bondley, Mr. J. Castillo, Mr. and Mrs. J. W. Schoening, Mr. and Mrs. M. Vlierboom, Master M. Vlierboom, Master H. Luth, Mrs. C. Montawan, Mr. M. L. McNutt, Mr. G. Altemann, Mr. J. K. Selden, Dr. and Mrs. C. C. Selden, Mr. and Mrs. W. L. Winter, Mrs. H. B. Parrott, Miss M. E. Parrott, Master J. Parrott, Mr. J. Albano, Mr. S. Albano, Mrs. C. W. Crouter, and Mr. W. P. Scherer.

the three and swept them overboard, he said. He said he later saw one of the sons floating.

A prominent ship captain now in the Government, upon hearing the official report of the sinking of the *Negros* prepared by the first officer of the ill-fated boat, blames the officer for the accident instead of the captain whom the first officer blames. The first officer of any vessel, he said, is held responsible for the loading and unloading of cargo on board the vessel, and if, as the first officer reports, the *Negros* was overloaded or badly loaded, it was the first officer's fault, not the captain's. The first officer, he explained, is reported to have told the captain of the *Negros* that the boat's Plimsol mark was below the surface of the water. Whether the Plimsol mark was above or below the water level, is the first officer's lookout, not the master's, he said.

The first officer had no business rendering an official report to the municipal officials of Tayabas, the captain declared. He should have reported the matter to customs authorities who have jurisdiction over such matters.

## CONSIGNEE NOTICES.

THE BEN LINE STEAMERS.  
LIMITED.FROM LEITH, MIDDLESBRO',  
ANTWERP, LONDON, STRAITS  
AND PHILIPPINES.

The Steamship "BENDORAN."

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hong Kong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves, Delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 24th instant, will be subject to Rent. No Claims will be admitted after the Goods are presented to the Undersigned on or before the 4th July, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on the 20th instant, at 10 a.m.

No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & CO., LTD., Agents.

Hong Kong, 13th June, 1927. [5028]

## NOTICE TO CONSIGNEES.

AMERICAN & MANCHURIAN  
LINE.

FROM NEW YORK.

THE Steamship

"CITY OF TOKIO" having arrived, Consignees of Cargo by her are informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of Holt's Wharf, whence Delivery may be obtained. No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after 17th June, 1927, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before 24th June, 1927, or they will not be recognized.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays or Fridays, between the hours of 10.45 a.m. and Noon, within the Free Storage period of One Week.

No Fire Insurance has been effected. Bills of Lading will be countersigned by THE BANK LINE, LTD., General Agents.

Hong Kong, 11th June, 1927. [5025]

THE EAST ASIATIC CO., LTD.  
COPENHAGEN.

THE Motorship

"MALAYA" having arrived, Consignees of Cargo are hereby informed that all Goods are being landed and placed at their risk into the hazardous and/or extra hazardous Godowns of The Hong Kong and Kowloon Wharf and Godown Co., Ltd., where Delivery can be obtained as soon as the Goods are landed.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 30th of June, 1927, at 4 p.m., will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godown, where they will be examined by Messrs. Anderson & Aase on the 18th of June, 1927, at 10 a.m.

All Claims against the vessel must be presented to the Undersigned before the 22nd of June, 1927, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by JOHN MANNERS & CO., LTD., Agents.

Hong Kong, 11th June, 1927. [5027]

## CONSIGNEE NOTICES.

## NOTICE TO CONSIGNEES.

OCEAN STEAMSHIP CO., LTD.  
AND  
CHINA MUTUAL STEAM NAVI-  
GATION CO., LTD.FROM UNITED KINGDOM VIA  
SINGAPORE.

CONSIGNEES per Co's Steamer "MACHAON" are hereby notified that the Cargo will be discharged into Holt's Wharf, Kowloon, where it will lie at Consignees' risk and subject to Terms and Conditions of Storage at Holt's Wharf. The Cargo will be ready for Delivery from Godown on and after 10th June.

Optional Cargo will not be landed here, unless Notice has been given prior to Steamer's arrival, but carried on from port to port to the final port of call to which the option extends.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on any Tuesdays and Fridays between the hours of 10.45 a.m. and Noon within the Free Storage period.

No Claims will be admitted after the Goods have left the Steamer's Godown, and all Goods remaining undelivered after the 16th June, will be subject to Rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 8th June or they will not be recognized.

No Fire Insurance will be effected. BUTTERFIELD & SWIRE, Agents.

10th June, 1927. [5016]

## HAMBURG-AMERIKA LINIE.

NOTICE TO CONSIGNEES.

THE Motor Vessel

"ERMLAND" having arrived, Consignees of Cargo are hereby notified that their Goods are being landed and placed at their risk in the Hong Kong & Kowloon Wharf and Godown Company's Godowns at Kowloon, whence Delivery can be obtained as the Goods are landed.

Optional Cargo will be landed, unless Notice has been given prior to Steamer's arrival.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 17th June, 1927, will be subject to Rent.

All broken, chafed and damaged Goods are to be left in the Godowns, where they will be examined on 10th June, 1927, at 10 a.m., by our Surveyors, Messrs. Goldard and Douglas.

All Claims must reach us before the 26th June, 1927, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the undersigned.

JEBSEN &amp; CO., Agents.

Hong Kong, 10th June, 1927. [5021]

## WITHOUT PURE BLOOD HEALTH IS IMPOSSIBLE.

VETARZO BLOOD  
MEDICINE

Never before was there anything like it, nor are its marvelous properties likely ever to be equalled in diseases arising from impure blood. It searches out and expels from the vital current every lurking trace of poisonous matter, curing blood and skin diseases, scrofulous and glandular swellings, bad legs, abscesses, ulcers, eczema, gonorrhea, rheumatism, goitre or Derbyshire Neck, etc. It improves the general health and quickly removes long-standing bronchitis, asthma and hacking, straining, spasmodic cough, too often the precursor of consumption.

## LIFE WITHOUT HEALTH IS LIVING DEATH.

## VETARZO BRAIN AND NERVE FOOD.

For Nervous Breakdown and Chronic Weakness.

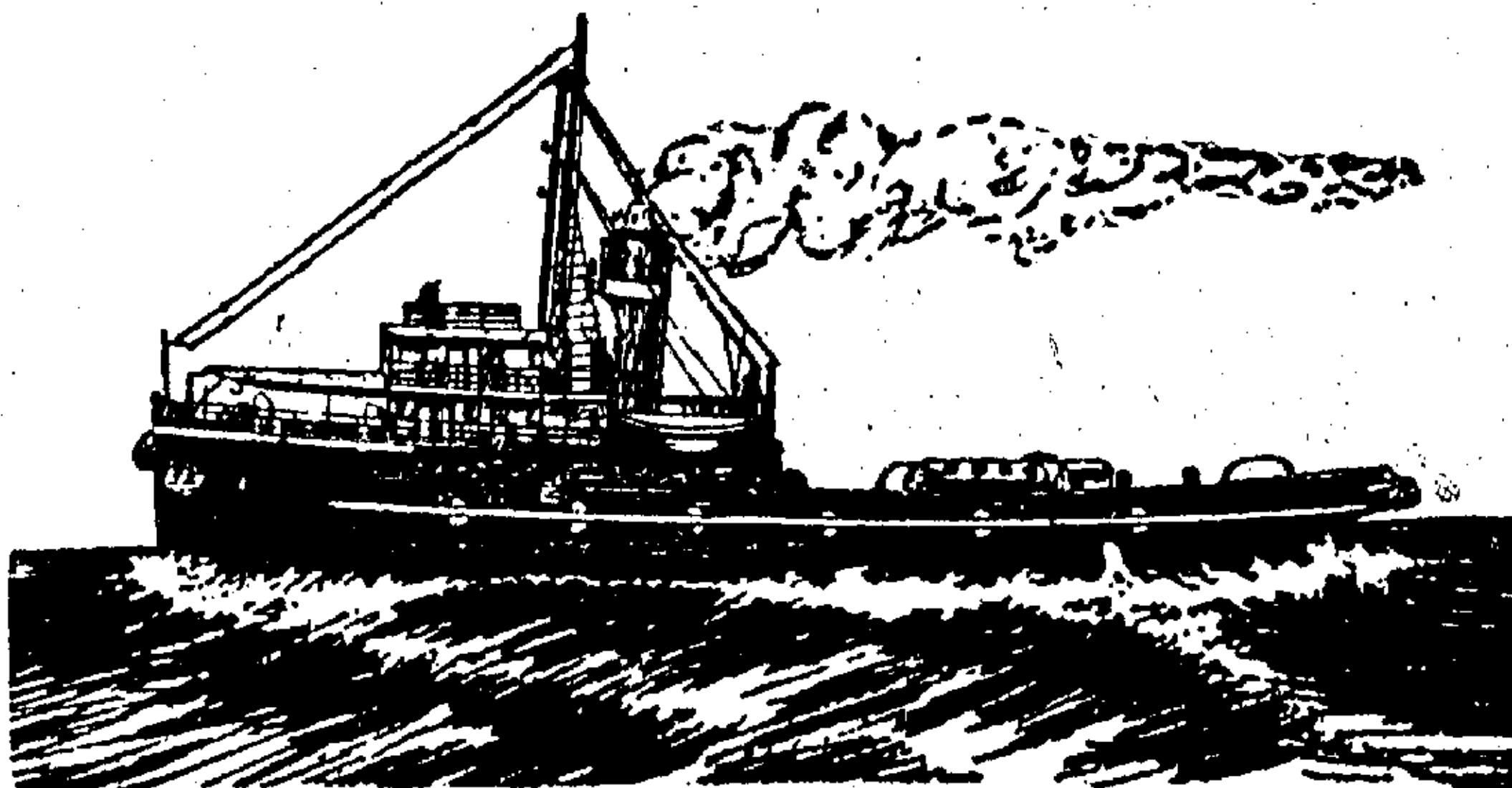
## VETARZO REGULATORS. Safe and Reliable.

English Price 3s. (either remedy). The VETARZO REMEDIES CO., Gospel Oak, N.W.5, London, Eng. Unprincipled Dealers may try to sell you something else for extra profit—do not accept it. Insist on having VETARZO. The genuine has words "VETARZO REMEDIES" in Government Stamp. Sold by LEADING CASH CHEMISTS.

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Codes Used: A1, A.B.C. Fifth Edition; Engineering: First and Second Edition;  
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Steel Twin-Screw Ocean-going Tug and Salvage Steamer

## "Henry Keswick"

uilt, engined and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong, for their own service, 1921. Length 168' R.P., Breadth 34' (m), Depth 17' (m), I.H.P. 2,000. Fitted with electrically driven, submersible and centrifugal pumps, air compressor, wireless, searchlight and all modern appliances for Salvage Work.

Please address enquiries to the Chief Manager,

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## INCLUDING

## HUGO STINNES LINIEN

## COMBINED FREIGHT AND PASSENGER SERVICE.

CABIN CLASS ACCOMMODATION FOR 50 PASSENGERS.

FARE FROM HONG KONG TO GENOA—£73. 0s. 0d.

## OUTWARD.

Sailings from Europe for Shanghai and Japan:—

M.S. "VOGTLAND" (H.A.L.) ... due here on or about the 1st July  
M.S. "MUNSTERLAND" (H.A.L.) ... due here on or about the 14th July  
S.S. "OLDENBURG" (H.A.L.) ... due here on or about the 29th July  
S.S. "ADOLF V. BAEBER" (H.A.L.) ... due here on or about the 15th Aug.  
S.S. "SAARLAND" (H.A.L.) ... due here on or about the 28th Aug.

## HOMEWARD.

Sailings for Europe via Manila, Singapore,  
Colombo & Port Said:—

S.S. "TIRPITZ" (H.A.L.) ... sailing from here on or about the 22nd June  
S.S. "RAMSES" (H.A.L.) ... sailing from here on or about the 4th July  
S.S. "ERMLAND" (H.A.L.) ... sailing from here on or about the 16th July  
S.S. "VOGTLAND" (H.A.L.) ... sailing from here on or about the 3rd Aug.

\* Calling at Rotterdam and Hamburg.

† Calling at Genoa, Rotterdam and Hamburg.

‡ Calling at Genoa, Marseilles, Rotterdam and Hamburg.

§ Calling at Genoa, Marseilles, Rotterdam, Hamburg and Antwerp.

For Freight, Passage and further Particulars please apply to

## JEBSEN &amp; CO.

12, Pedder Street.  
16jTel. C. 2225.  
Tel. C. 4754.

## LIGNES COMMERCIALES (CARGO BOATS).

Monthly Sailings direct to HAMBURG, ROTTERDAM, DUNKIRK:—

s/s "LT. ST. LOUBERT-BIE" ... 5th July.

s.s. "YANG TSE" due to arrive from DUNKIRK, LONDON, HAVRE about the 29th June.

## SERVICES CONTRACTUELS (MAIL SERVICE).

Steamers.	Sailings from Marseilles.	Arr. at Hong Kong & Sailings for Shanghai and Japan.	Sailings from Hong Kong for Marseilles.
ANGERS ... ..	B	—	21st June
PORTHOS ... ..	A	—	5th July
SPHINX ... ..	A	20th May	19th July
PAUL LECAT ... ..	A	3rd June	2nd Aug.
AMAZONE ... ..	B	17th June	16th Aug.
CHANILLY ... ..	A/B	1st July	30th Aug.

## RATES OF PASSAGE MONEY TO MARSEILLES

(including Table Wine and Free Doctor's Attendance).  
A Class (1st Class)...£ 99. 0d. Od. | B Class (1st Class)...£ 86. 0s. Od.  
STRAITS 2nd ... ..£ 70. 0d. Od. | STRAITS 2nd ... ..£ 61. 0s. Od.  
Through Tickets to London and Leading Towns of Europe.  
Accommodations reserved in the Trains at Marseilles.  
(Sailings subject to alteration without notice).

For full Particulars, apply to:—

Cie. des MESSAGERIES MARITIMES.

Telephone: Central 740. 3, QUEEN'S BUILDING.

CONSIGNATION—TRANSIT—REPRESENTATION.

## SHIPBUILDERS.

## SHIP REPAIRERS.

## BOILER MAKERS.

## FORGE MASTERS.

## OXY-ACETYLENE AND

## ELECTRIC WELDERS.

## MECHANICAL AND

## ELECTRICAL

## ENGINEERS.

## —DRY DOCKS—

Length 787 Feet.

Length on Blocks 750 Feet.

Depth on Centre of

SHI (H.W.O.S.T.) 34 ft. 6 ins.

## —THREE SLIPWAYS—

Capable of Handling Ships Up to

8,000 Tons Displacement

Electric Crane at Sea Wall, Capable of

Lifting 100 Tons at 70 Feet Radius

## BUTTERFIELD &amp; SWIRE, Agents,

HONGKONG, CHINA &amp; JAPAN.

TEL. ADDRESS: "TAIKOODOCK, HONGKONG."

TELEPHONE No. 212.

CALL FLAG: "C" OVER "ANS. PENNANT."

[61]

OVER HALF A CENTURY REPUTATION FOR THE  
DR. LECLERC'S PILLS FOR THE  
TREATMENT OF ALL THE  
DYSPEPSIA, INDIGESTION, COLIC, CONSTIPATION,  
PAIN, IN THE LIVER, GALLBLADDER, STOMACH,  
AND ALL THE AFFECTIONS OF THE DIGESTIVE  
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TREATMENT OF ALL THE  
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AND ALL THE AFFECTIONS OF THE DIGESTIVE  
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TREATMENT OF ALL THE  
DYSPEPSIA, INDIGESTION, COLIC, CONSTIPATION,  
PAIN, IN THE LIVER, GALLBLADDER, STOMACH,  
AND ALL THE AFFECTIONS OF THE DIGESTIVE  
SYSTEM.

## ON SALE.

BOUND VOLUMES of the HONG  
KONG WEEKLY PRESS,  
January to June, 1926.

WITH INDEX, PRICE—\$7.50.

On sale at the HONG KONG DAILY

Press Office.



# CHINA NAVIGATION COMPANY, LIMITED.

AMOI, SHANGHAI & TSINGTAO via SWATOW ... "SUIYANG" ... On 15th June, 6 a.m.  
SWATOW, WEIHAIWEI, CHEFOO & TIENSIN via HOIHOW, PAKHOI & HAIPHONG ... "KUEICHOW" ... On 15th June, Noon  
SWATOW, NINGPO & SHANGHAI via ... "TEAN" ... On 16th June, 10 a.m.  
BANOKOK ... "CHENAN" ... On 16th June, Noon  
AMOI & SHANGHAI via ... "KWEIYANG" ... On 17th June, 6 a.m.  
AMOI, SWATOW & SINGAPORE via ... "SINKIANG" ... On 19th June, 4 p.m.  
SWATOW & BANOKOK via ... "ANTUNG" ... On 19th June, 6 a.m.  
SWATOW, SHANGHAI, NEWCHOWANG & DALNY via ... "KWANGCHOW" ... On 19th June, 10 a.m.  
WEIHAIWEI, CHEFOO & TIENSIN via ... "LUCHOW" ... On 20th June, 2 p.m.  
AMOI & SHANGHAI via ... "HUICHOW" ... On 20th June, 4 p.m.  
AMOI & SHANGHAI via ... "SUNNING" ... On 21st June, 6 a.m.  
AMOI & SHANGHAI via ... "YUNNAN" ... On 24th June, 6 a.m.

SALOON PASSAGE RATES, HONG KONG TO SHANGHAI and vice versa, Have Now Been Reduced To  
\$80 SINGLE AND \$90 RETURN.  
For Freight or Passage apply to— BUTTERFIELD & SWIRE, Agents.  
CARGO AND BAGGAGE CAN BE INSURED AT THE OFFICE OF BUTTERFIELD & SWIRE.

## AUSTRALIAN-ORIENTAL LINE, LIMITED.

"CHANGTE" & "TAIPING"  
THESE NEW VESSELS MAINTAIN A REGULAR SERVICE FROM HONGKONG TO AUSTRALIAN PORTS VIA MANILA AND THURSDAY ISLAND.  
Through Bills of Lading issued to all Australian, New Zealand and Tasmanian Ports.  
EXCELLENT & MOST UP-TO-DATE FIRST & SECOND CLASS PASSENGER ACCOMMODATION.  
HONGKONG TO SYDNEY—19 DAYS.

SHIP	Days Hong Kong on or about	Sailing date on or about
CHANGTE	In Port	18th June
TAIPING	15th July	18th July
CHANGTE	8th August	18th August
TAIPING	6th September	18th September

For Freight and Passage Apply to—BUTTERFIELD & SWIRE, Agents.  
Telephone: Central 36.

## BOSTON, NEW YORK AND BALTIMORE

JOINT SERVICE OF THE  
**BLUE FUNNEL LINE**  
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AND  
**AMERICAN & MANCHURIAN LINE**  
(ELLERMAN & BUCKNALL S.S. CO., LTD.)

Sailings from Hongkong:  
M.V. "AGAPENOR" ... Via Suez Canal ... 3rd July.  
M.V. "CITY OF CHESTER" ... Via Suez Canal ... 17th July.  
M.V. "HELENUS" ... Via Suez Canal ... 31st July.  
M.V. "CITY OF BEDFORD" ... Via Suez Canal ... 14th August.  
Steamers proceed via Suez Canal or Panama Canal at Owners' option.  
Subject to Change without Notice.  
For Freight and Particulars, apply to—  
BUTTERFIELD & SWIRE, or THE BANK LINE, LTD., HONG KONG  
HONG KONG & CANTON. JARDINE, MATHESON & Co., Ltd., CANTON. [21]

## PRINCE LINE

IMPROVED SERVICE

FAST MOTOR VESSELS  
TO  
**BOSTON  
AND  
NEW  
YORK**

M.V. "ASIATIC PRINCE" ... 2nd July, 1927

For Freight and Full Particulars, apply to—

**FURNESS (FAR EAST), LIMITED.**

Telephone: Central 3165. (Incorporated in Great Britain)  
Telegrams: Furnprince. King's Building. [19]



**HOLLAND EAST ASIA LINE**  
of the United Netherlands  
Navigation Company.

Regular Four-weekly service between

Japan, Vladivostok, China, Hong Kong, Manila, Singapore  
and  
Genoa, Rotterdam, Amsterdam, Hamburg, Bremen and  
North Continental Ports

### SAILINGS FOR EUROPE:

M.V. "GEMMA" ... 10th July, 1927  
M.V. "ZOSMA" ... 7th Aug., 1927

### ARRIVALS FROM EUROPE:

M.V. "ZOSMA" ... 27th June, 1927  
M.V. "OOSTERK" ... 25th July, 1927

All Steamers have a Limited Accommodation for Passengers.  
For Freight, Passage and further Particulars, Please Apply to—  
**JAVA-CHINA-JAPAN LYN,**  
Agents,  
Telephone Central No 1574, York Building [21]

## Shipping News Arrivals and Departures, etc.

### ARRIVALS.

June 12th.  
*Isola Mare*, Japanese str., 4,537 tons, Capt. T. Sonoyama, from Kobe and Hilo, with coconut and sugar, lying at buoy No. 46, N.Y.K.  
*Barren*, British str., 1,298 tons, Capt. R. A. Pichard, from Haiphong and Hoihow, with rice and general cargo, lying at buoy No. 43, Shun Tai S.S. Co.  
*Chang Hong*, Chinese str., 2,49 tons, Capt. Loung Sau Kong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 47, Hong On Co.  
*Corona*, Norwegian str., 1,553 tons, Capt. O. M. Klett, from Chinwangtao, with a cargo of coal, lying at Blackhead Wharf, Duddell & Co.  
*Hong Sing*, British str., 1,323 tons, Capt. R. J. J. Sneddon, from Newchwang and Swatow, with a general cargo, lying at buoy No. 43, Jardine, Matheson & Co.  
*Obheke*, Dutch str., 4,567 tons, Capt. F. L. Leijes, from Shanghai, with a general cargo, lying at buoy No. 46, J.C.C.L.  
*Sunking*, Chinese str., 322 tons, Capt. Lai Kwong, from Kwang Chow Wan, with a general cargo, lying at buoy No. 44, Man Yick S.S. Co.  
*West Yonematsu*, American str., 3,522 tons, Capt. G. J. Linman, from Portland and Wakamatsu, with flour and general cargo, lying at buoy No. 431, Columbia Pacific S.S. Co.  
June 13th.  
*Isola Mare*, Japanese str., 4,537 tons, Capt. G. Morse, from Singapore and Amoy, with 700 tons of timber, lying at buoy No. B23, B. & S.  
*Bardham*, British str., 2,587 tons, Capt. J. P. Drummond, from Manila, with a general cargo, lying at Kowloon Wharf, Gibb, Livingstone & Co.  
*Bushu Maru*, Japanese str., 1,565 tons, Capt. T. Urayama, from Canton, lying at buoy No. 439, O.S.K.  
*Daruma Maru*, Japanese str., 4,352 tons, Capt. S. Kagami, from Yokohama and Shanghai, with a general cargo, lying at buoy No. A27, N.Y.K.  
*Fuk Tai*, Chinese str., 1,016 tons, Capt. A. Buhre, from Sandakan, with firewood and general cargo, lying at buoy No. 411, China Borneo S.S. Co.  
*Knot Hansen*, Norwegian str., 1,530 tons, Capt. F. S. Meidell, from Bangkok and Kohabang, with rice and meat, lying at buoy No. B21, Chin Seng Hong.  
*Malaga*, Danish motorship, 5,511 tons, Capt. N. Kruck, from Copenhagen, via Singapore, with iron and other cargo, lying at buoy No. A32, Blue Manners & Co.  
*President Jackson*, American str., 11,123 tons, Capt. G. W. Griffith, from Manila, with a general cargo, lying at Kowloon Wharf, A.M.L.  
*President Taft*, American str., 8,415 tons, Capt. C. M. Cochran, from Seattle, with 1,120 tons of general cargo, lying at Kowloon Wharf, Dollar S.S. Co.  
*Freida*, Norwegian str., 1,283 tons, Capt. B. Moller, from Bangkok and Kohabang, with a cargo of rice, lying at buoy No. C15, Karsten, Larsen & Co.  
*Song Bu*, French str., 730 tons, Capt. J. Bonnamour, from Fort Bayard, with a general cargo, lying at buoy No. C11, M.M.

### CLEARANCES.

June 13th.  
*Alce Kirilund*, for Hoihow.  
*Isola Mare*, for Keelung.  
*Bardham*, for Milke.  
*Bushu Maru*, for Takao.  
*Chongshing*, for Hoihow.  
*Chongshing*, for Tientsin.  
*Chongshing*, for Kwang Chow Wan.  
*City of Kobe*, for Hilo.  
*City of Tokyo*, for Hilo.  
*Daruma Maru*, for Saigon.  
*Hakusan Maru*, for Shanghai.  
*Kiungon*, for Amoy.  
*Malaga*, for Shanghai.  
*Nanchang*, for Saigon.  
*Obheke*, for Manila.  
*President Jackson*, for Shanghai.  
*President Taft*, for Manila.  
*Song Bu*, for Canton.  
*Taiwan Maru*, for Kowloon.  
*Telmachus*, for Hongkong.  
*West Yonematsu*, for Manila.  
*Wing Wo*, for Kwang Chow Wan.

### SHIPPING MOVEMENTS.

The N.D.L. s.s. *Aachse* left Shanghai on June 12th, and is expected to arrive here on the 15th. She will sail for Europe via Singapore and ports on the same day at 3 p.m.  
The P. & O. s.s. *Alipore* left Singapore for this port on the 11th inst. at 9 a.m., with the outward English mails, and is due here on the 17th inst. at about 3 p.m.  
The P. & O. s.s. *Alipore* left Singapore for this port on the 11th inst. at 9 a.m., with the outward mails, and is due here on the 17th inst. at about 3 p.m.  
The P. & O. s.s. *Delta*, from Hong Kong, arrived at London on June 10th at 8 a.m.

### VESSELS EXPECTED.

*Adriatic* (Blue Funnel), due July 5th.  
*Alipore* (P. & O.), due June 17th.  
*Amazon* (M.M.), due July 19th.  
*Aachen* (N.D.L.), due tomorrow.  
*Aachen* (Blue Funnel), due July 20th.  
*Asafura* (E. & A.), due July 4th.  
*Asiatic Prince* (Prince Line), due July 2nd.  
*Athos II.* (M.M.), due August 16th.  
*Bennet* (Swedish East Asiatic), due June 28th.  
*Chantilly* (M.M.), due August 22nd.  
*Chennacour* (M.M.), due August 30th.  
*D'Arctagnan* (M.M.), due September 3rd.  
*Deception* (Blue Funnel), due June 25th.  
*Empress of Asia* (C.P.R.), due June 27th.  
*Hector* (Blue Funnel), due August 24th.  
*Hibernia* (Blue Funnel), due June 24th.  
*Lion* (Blue Funnel), due July 9th.  
*Kakuya* (P. & O.), due June 17th.  
*Kakuya* (P. & O.), due July 7th.  
*Kiungon* (P. & O.), due September 1st.

*Khyber* (P. & O.), due August 4th.  
*Macdonald* (P. & O.), due June 23rd.  
*Malaya* (P. & O.), due September 15th.  
*Manchus* (Blue Funnel), due Aug. 12th.  
*Marquise* (P. & O.), due today, 1 p.m.  
*Morice* (P. & O.), due August 18th.  
*Ningbo* (Blue Funnel), due Aug. 27th.  
*Norway* (P. & O.), due June 28th.  
*Patras* (Blue Funnel), due June 22nd.  
*Paul Leat* (M.M.), due July 5th.  
*Perseus* (Blue Funnel), due July 7th.  
*Pyrhus* (Blue Funnel), due June 19th.  
*Ravulindi* (P. & O.), due July 21st.

### BACK ON THE RUN.

The s.s. *Wing On*, a Hong Kong Kowloon river boat, which was slightly damaged in a recent collision off Wang Mun, is now back on her normal run, after being docked for overhaul and slight repairs.

## DOLLAR STEAMSHIP LINE

## AMERICAN MAIL LINE

## JOINT TRANS-PACIFIC SERVICE

A Regular Weekly Sailing

TO SAN FRANCISCO OR SEATTLE.

### THE "PRESIDENT LINERS"

TO SAN FRANCISCO VIA HONOLULU SHANGHAI  
KOBE AND YOKOHAMA.

### "THE SUNSHINE BELT"

**PRESIDENT TAFT** ... Tuesday, June 21st  
**PRESIDENT JEFFERSON** ... Tuesday, July 5th  
**PRESIDENT GRANT** ... Tuesday, July 19th  
**PRESIDENT MADISON** ... Tuesday, Aug. 2nd  
**PRESIDENT JACKSON** ... Tuesday, Aug. 16th

Thereafter Fortnightly Sailings on Tuesdays.

## HONG KONG TO EUROPE

### SPECIAL LOW RATES

Via San Francisco or Seattle

£120 £112

DIRECT CONNECTIONS WITH ALL ATLANTIC LINES

Choice of railway line across United States and Canada, with liberal stop-over privileges for sightseeing. Ask for information. Following are suggested itineraries:—

From Hong Kong	Via	Connecting with Steamship	From N. York	Arriving at
June 15	Seattle	Geo. Washington	July 13	13 P.m. C'burg
June 21	San Francisco	Homer	July 23	23 C'burg-S'mp'tn
June 28	Seattle	Leviathan	Aug. 6	6 P.m. C'burg
July 5	San Francisco	Majestic	Aug. 16	16 C'burg-S'mp'tn
July 12	Seattle	Berengaria	Aug. 20	20 P.m. C'burg
July 19	San Francisco	Leviathan	Aug. 30	30 C'burg-S'mp'tn
July 27	Seattle	Aquitania	Sept. 9	9 C'burg-S'mp'tn
Aug. 3	San Francisco	Majestic	Sept. 12	12 P.m. C'burg
Aug. 10	Seattle	Mauretania	Sept. 23	23 C'burg-S'mp'tn
Aug. 17	San Francisco	Olympic	Sept. 27	27 C'burg-S'mp'tn
Aug. 24	Seattle	Berengaria	Oct. 7	7 C'burg-S'mp'tn
Aug. 31	San Francisco	Homer		

## TO SEATTLE AND VICTORIA VIA SHANGHAI, KOBE AND YOKOHAMA.

### "THE FAST SHORT ROUTE"

**PRESIDENT JACKSON** ... Tuesday, June 14th, 7 p.m.  
**PRESIDENT MCKINLEY** ... Wednesday, June 29th  
**PRESIDENT LINCOLN** ... Wednesday, July 13th  
**PRESIDENT CLEVELAND** ... Wednesday, July 27th  
**PRESIDENT PIERCE** ... Wednesday, Aug. 10th

Thereafter Fortnightly Sailings on Wednesdays.

## TO EUROPE AND NEW YORK. VIA MANILA, STRAITS, COLOMBO, SUEZ—PORT SAID—ALEXANDRIA—NAPLES—GENOA—MARSEILLES

Thence to BOSTON AND NEW YORK.

**PRESIDENT WILSON** ... Tuesday, June 21st, 6.00 a.m.  
**PRESIDENT VAN BUREN** ... Tuesday, July 5th, 6.00 a.m.  
**PRESIDENT HAYES** ... Tuesday, July 19th, 6.00 a.m.  
**PRESIDENT POLK** ... Tuesday, Aug. 2nd, 6.00 a.m.  
**PRESIDENT ADAMS** ... Tuesday, Aug. 16th, 6.00 a.m.

Thereafter Fortnightly Sailings on Tuesdays.

### TO MANILA.

**PRESIDENT WILSON** ... June 21st, 6.00 a.m.  
**PRESIDENT MCKINLEY** ... June 21st, 6.00 p.m.  
**PRESIDENT JEFFERSON** ... June 27th, 6.00 p.m.  
**PRESIDENT VAN BUREN** ... July 5th, 6.00 a.m.  
**PRESIDENT LINCOLN** ... July 5th, 6.00 p.m.

For Passenger and Freight Rates apply to

## THE ROBERT DOLLAR CO.

GENERAL AGENTS.

HONGKONG AND SHANGHAI BANK BUILDING (GROUND FLOOR).

Telephone: Central 2477, 2478 & 795.

## INDO-CHINA

STEAM NAVIGATION COMPANY, LIMITED.

SAILINGS SUBJECT TO ALTERATIONS.

TSINGTAO via SWATOW & SHANGHAI ... "HANGSANG" Wednesday, 15th June, at 10 a.m.  
HAIPHONG ... "YUENSANG" Wednesday, 15th June, at 3 p.m.  
STRAITS & CALCUTTA ... "KUMSANG" Thursday, 16th June, at 3 p.m.  
YOKOHAMA via AMOI, MOI & KOBE ... "NAMSANG" Friday, 17th June, at 7 a.m.  
TSINGTAO via SWATOW & SHANGHAI ... "FOOSHING" Sunday, 19th June, at 10 a.m.  
TSINGTAO via SWATOW & SHANGHAI ... "HOPSAN" Wednesday, 22nd June, at 10 a.m.  
HAIPHONG ... "MINGSANG" Wednesday, 22nd June, at 10 a.m.  
STRAITS & CALCUTTA ... "KUTSANG" Wednesday, 22nd June, at 3 p.m.  
STRAITS & CALCUTTA ... "SUISANG" Sunday, 26th June, at 3 p.m.  
TIENSIN ... "CHEONGSHING" Monday, 27th June, at 5 p.m.  
SANDAKAN ... "HINSANG" Wednesday, 29th June, at 3 p.m.

For Freight or Passage, apply to—

**JARDINE, MATHESON & CO., LTD.,**  
GENERAL MANAGERS.  
Telephone: Central No. 215. [8]

## GLEN LINE.

FARE: HONG KONG TO LONDON, £32.

LONDON, ROTTERDAM & HAMBURG via STRAITS & COLOMBO.

Steamship "CARNARVONSHIRE" (via Oran) ... 2nd July.  
Steamship "PEMBROKESHIRE" (via Oran) ... 27th July.  
Motor Vessel "GLENOGLE" ... 24th August.  
Motor Vessel "GLENGARRY" ... 21st September.

SHANGHAI, KOBE, YOKOHAMA & VLADIVOSTOK.

Steamship "GLENIFFER" ... Due Hong Kong, 23rd June.  
Motor Vessel "GLENOGLE" ... 27th July.  
Motor Vessel "GLENGARRY" ... 26th July.  
Motor Vessel "GLENGARRY" ... 4th August.  
Motor Vessel "GLENAPP" ... 18th August.

For Freight, Passage and further Particulars, apply to:

**JARDINE, MATHESON & CO., LTD.,**  
AGENTS: THE GLEN LINE, LTD. [9]

## DODWELL & CO., LTD.

### NEW YORK BERTH.

FOR NEW YORK AND BOSTON VIA SUEZ.

### LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE  
FOR BRINDISI, VENICE AND TRIESTE (FIUME).  
TAKING CARGO ON THROUGH BILLS OF LADING TO  
GENOA, ALL ITALIAN, ADRIATIC, LEVANT, BLACK SEA  
AND DANUBE PORTS.  
REDUCED PASSAGE RATES  
BRINDISI, VENICE & TRIESTE ... £72. 10s. 0d.  
LONDON ... £80. 0s. 0d.

### NEXT SAILINGS.

OUTWARDS FOR SHANGHAI, YOKOHAMA, KOBE AND MOI

From Hong Kong.  
M.V. "VIMINALE" ... Sails on or about 23rd June  
M.V. "REMO" ... Sails on or about 21st July

HOMEWARDS FOR BRINDISI, VENICE AND TRIESTE

From Hong Kong.  
M.V. "ROMOLO" ... Sails on or about 23rd June  
M.V. "VIMINALE" ... Sails on or about 26th July  
M.V. "REMO" ... Sails on or about 23rd August

### NATAL LINE OF STEAMERS

FROM CALCUTTA AND COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMVOLOSI" ... Sails from Calcutta 30th June  
S.S. "UMVUMBI" ... Sails from Calcutta 31st July

Regular Passenger and Cargo Service to South African Ports.  
Through Bills of Lading issued from Hong Kong.

For Freight or Passage on any of the above Lines, apply to:—  
**DODWELL & CO., LIMITED.**  
Telephone: Central 1030. Agents. [17]

## DOUGLAS STEAMSHIP CO., LIMITED.

HONG KONG & SOUTH CHINA COAST PORT SERVICE.

REGULAR SERVICE of Fast, High Class Coast Steamers. Sailings subject to alteration without notice.  
FOR

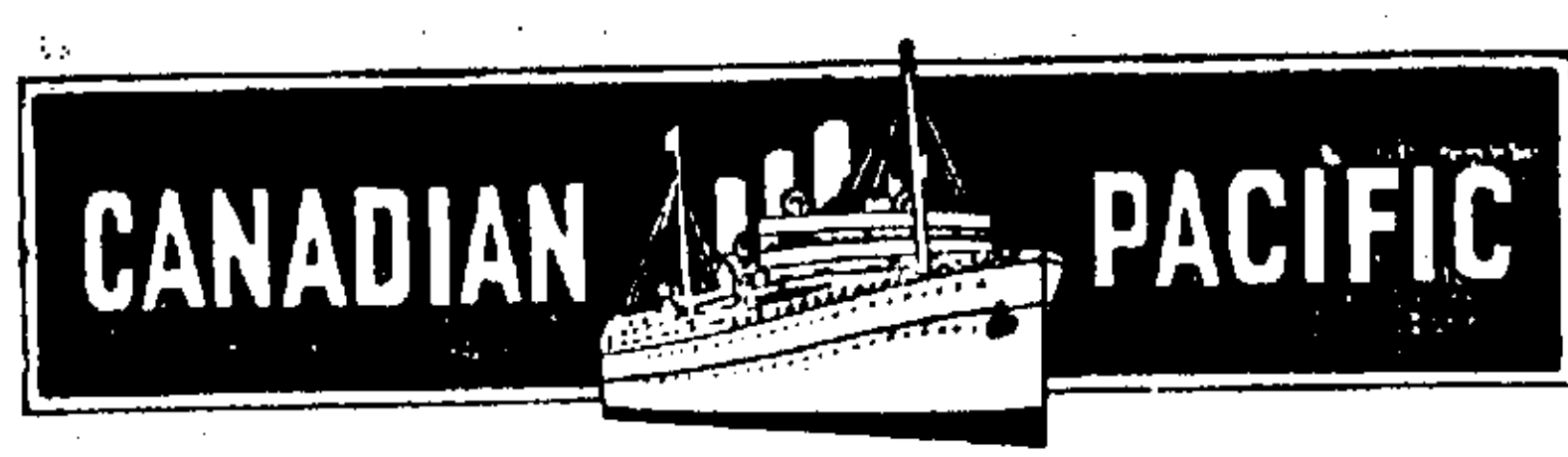
### SWATOW, AMOI & FOCHOW AND RETURN

(Occupying 8 to 9 Days)  
HAIPHONG ... Tuesday, the 14th June, at 1 p.m.  
HAICHING ... Friday, the 17th June, at 1 p.m.  
HAINING ... Tuesday, the 21st June, at 2 p.m.

Arrivals and Departures from the Company's Wharf (near Blake Pier).  
Round Trip Tickets will be issued from Hong Kong to Fochow (Pagoda Anchorage) or vice versa and Return by the same Steamer at the Reduced Rate of \$80.00 including Meals while the Steamer is in Port.  
For Freight and Passage apply to—

**DOUGLAS LAPRAIK & CO.,**  
General Managers.





QUICKEST TIME ACROSS THE PACIFIC.

## NEXT SAILING TO THE PACIFIC COAST S.S. "EMPERESS OF RUSSIA"

WILL BE DESPATCHED FROM

HONG KONG at 10.00 a.m.

WEDNESDAY, 22nd JUNE  
FOR VICTORIA & VANCOUVER

VIA  
SHANGHAI AND JAPAN PORTS.

CANADIAN PACIFIC EXPRESS  
TRAVELLERS CHEQUES PAYABLE THE WORLD OVER.  
THE SAFEST AND MOST CONVENIENT WAY TO CARRY FUNDS.

Passenger Department: Tel. C. 762. Cables: "GACANPAO."  
Freight and Express: Tel. C. 42. Cables: "NAUTILUS." (15)



SAILINGS SUBJECT TO ALTERATION.

**SAN FRANCISCO via Shanghai, Japan Ports & Honolulu**  
KOREA MARU (Calls Keelung) ... Tuesday, 28th June, at 10 a.m.  
SHINYO MARU (Calls Keelung) ... Tuesday, 12th June, at 9 a.m.  
\* Calls Keelung & Los Angeles.

**LONDON via Singapore, Suez, Marseilles & Ports.**  
SUWA MARU ... Saturday, 18th June, at 11 a.m.  
FUSHIMI MARU ... Saturday, 2nd July, at 11 a.m.  
HAKOZAKI MARU ... Saturday, 10th July

**SYDNEY & MELBOURNE via Manila & Ports.**  
TANGO MARU ... Wednesday, 22nd June, at 11 a.m.  
AKI MARU ... Wednesday, 20th July, at 11 a.m.

**BOMBAY via Singapore, Penang & Colombo.**  
GENOA MARU ... Monday, 27th June

**SOUTH AMERICA (West Coast) via Japan, Honolulu, Los Angeles, Mexico and Panama.**  
BAKUYO MARU ... Monday, 11th July

**SOUTH AMERICA (East Coast) via Singapore, Cape Town & Ports.**  
KAWACHI MARU ... Saturday, 9th July

**NEW YORK and/or BOSTON via PANAMA.**  
TAKAOKA MARU ... Tuesday, 28th June

**LIVERPOOL via Singapore, Colombo, Port Said & Ports.**  
DURBAN MARU ... Tuesday, 14th June

**CALCUTTA via Singapore, Penang & Rangoon.**  
NAGANO MARU (Omit Calcutta) ... Tuesday, 14th June  
AKITA MARU ... Saturday, 18th June

**NAGASAKI, KOBE & YOKOHAMA.**  
AKI MARU ... Friday, 17th June

**SHANGHAI, KOBE & YOKOHAMA.**  
PENANG MARU (Mojji direct) ... Tuesday, 14th June  
MATSUYE MARU ... Friday, 14th June  
MORIOKA MARU (Mojji direct) ... Wednesday, 22nd June

For further information, apply to—  
**NIPPON YUSEN KAISHA.**  
Telephone: Central No. 292 (Private exchanges to all Depts.) (7)

## THE EAST ASIATIC CO., LTD. COPENHAGEN.

### The M.S. "AFRIKA"

will be loading for ROTTERDAM, HAMBURG,  
COPENHAGEN and other SCANDINAVIAN PORTS  
On or about 27th of June.

Further Sailings	Expected on or about	Will leave homeward-bound on or about
M.S. "Malaya"	12th June	—
M.S. "Danmark"	5th July	—
M.S. "Java"	2nd August	—
M.S. "Asia"	5th September	—
M.S. "Afrika"	5th October	—

Subject to change without notice.  
For further particulars, please apply to:—  
**JOHN MANNERS & CO., LTD.**  
Agents.

## Shipping News

Daily Statement, Waterfront News, etc.

### YESTERDAY'S FREIGHT RETURNS.

A GOOD SHIPLOAD OF CARGO LOW.

### HEAVY RICE SHIPMENTS.

The freight returns during the 24 hours ended at 9 a.m. yesterday showed a low entry of general merchandise for the Colony and also for other ports. Rice shipments discharged here were heavy. Of the 14 arrivals, eight steamers unloaded a total of 5,241 tons of general cargo for this port. Of these, 2,196 tons were accounted for by three British steamers. The best returns were 1,161 tons by s.s. *Pan Mong* from Tsingtau and Swatow. Through cargoes were manifested on five steamers, and totalled 9,694 tons with 1,123 tons on one British vessel. The highest entry was registered by the s.s. *Asaka Maru*, from Kobe and Hoilo which carried 3,851 tons.

### Rice Shipments.

There were 3,800 tons and 35,400 bags of rice discharged here. The s.s. *Borneo* brought 2,100 tons from Haiphong, the Chinese vessel *Con-fucius*, from Bangkok, 1,800 tons, and the 35,400 bags were on the s.s. *Kant Hansen* from Bangkok and Kohsichang. The latter steamer also brought 13,112 pieces of teak wood and 400 bags of rice for other ports.

### Arrivals And Departures.

During the period under review there were 14 arrivals and 9 departures. The nationalities were: British, 5 arrivals and 4 departures; American, 2 arrivals; Dutch, 1 arrival; Norwegian, 1 arrival and 3 departures; Japanese, 1 arrival and 1 departure and Chinese, 4 arrivals and 1 departure.

### ON THE "PRESIDENT JACKSON."

PASSENGERS FOR HONG KONG.

As mentioned elsewhere, the s.s. *President Jackson* arrived in port yesterday from Manila, en route for Seattle and Victoria, for which port she sails this evening, at seven o'clock.

Among the passengers on board for Hong Kong were: Mr. C. W. Cumming, a leather representative of Shanghai on one of his business trips to Hong Kong.

Mr. P. W. Parker, manager of the Hong Kong branch of the Standard Oil Company, returning from a visit to Manila, with Mrs. Parker.

Senator Burton Wheeler, returning from an extensive tour of the Philippine Islands in the interest of trade development, together with Mrs. Burton Wheeler, Mr. John Wheeler, Mr. Edward Wheeler and Miss Elizabeth Wheeler.

### For Shanghai.

For Shanghai are: Miss Anna L. Alexander, Miss Genierville Bergerson, Miss Ann E. Coffey and Miss Vera A. Lawton. U.S. Army nurses for duty with the Marine Corps.

Mr. D. Delhougue, Shanghai representative of a large Philippine Cigar and Tobacco Company, making one of his routine trips to Manila.

(Continued on next column).

### DAILY WATERFRONT NEWS.

A GOOD SHIP LOAD OF PASSENGERS.

### PIRACY ATTEMPT.

[BY LONGSHOREMAN.]

There have been no local arrests made, up to yesterday, in connection with the plot to seize the s.s. *Chuen Chow*, which runs between Hong Kong and Macao. The matter is in the hands of the Macao authorities, who have arrested one of the boat's sailors and also a number of other Chinese. It appears that from 20 to 25 pirates were involved in a plot to seize the steamer and kidnap certain Chinese in the commodore's department. The *Chuen Chow* left for Macao yesterday and further inquiries were to take place there upon its arrival.

A total of 35 flights with pilot balloons were made during last year over the Colony, supplemented by 21 flights in seaplanes by Officers of H.M.S. *Hermes* and *Vindictive*, who observed the dry and wet bulb temperatures, usually at intervals of 500 feet up to 15,000 feet; or the maximum possible under prevailing conditions.

### "President" Liners.

The Dollar Steamship Line s.s. *President Taft* arrived in port from the United States and the North yesterday morning, and sailed for Manila last evening at eight o'clock. She leaves here for San Francisco next Tuesday. There will be two other "President" liners in port next week-end at the same time. The s.s. *President Wilson*, round-the-world ship will come in, and leave for Manila on Tuesday, en route for Europe and New York, and the s.s. *President McKinley* will also be in from the North, and will leave here also on Tuesday, at 6 p.m., for Manila, returning here the next week and leaving for Seattle on Wednesday, June 29th. Another "President" liner in port yesterday, in addition to the *Taft*, was the s.s. *President Jackson*, from Manila, and en route for Seattle and Victoria, via Shanghai and Japan.

### The "President Taft."

The *President Taft*, when she arrived here yesterday from the North had on board 67 cabin passengers, of whom 37 disembarked at this port, and the remainder are proceeding to Manila.

(Continued on next column).

Mr. D. Goodman, Oriental representative of the Fox Film Corp. of New York City.

Rev. Alfred C. Suend, Foreign Secretary of the Christian and Missionary Alliance of New York, on a visit of investigation of the various missions in Indo-China and the Philippine Islands.

Dr. W. A. Woolgar, a missionary, returning to Shanghai after a visit in Manila.

### For Kobe.

Mr. J. K. Middleton, with Messrs. Dodwell & Co., on a business trip to Japan.

### For Seattle.

Mr. C. I. Barr, with the Oriental staff of the Great Northern Railroad Co. at Shanghai, returning to Seattle on business.

### The "President Jackson."

Arriving from Manila, en route for Seattle, etc., the *President Jackson* had on board 20 cabin passengers for Hong Kong, and 36 cabin passengers for ports beyond, of whom 21 are for Shanghai, one for Kobe, three for Yokohama and 11 for Seattle. In addition to these through passengers about 30 Hong Kong cabin passengers are embarking to-day, mostly for Shanghai.

### Deck Passengers.

Chinese deck passengers entering the Colony during the 24 hours ended at 9 a.m. yesterday numbered 426.

### A Good Company.

The *President Jackson* arriving here yesterday from Manila brought 419 Asiatic steamer passengers in port. Among the company were four stowaways and 1 deportee.

### Death At Sea.

Two deaths of Chinese passengers were reported by the s.s. *Jutung*, arriving here from Singapore and Amoy. One, who died of pulmonary tuberculosis was buried at sea and the other who succumbed to internal hemorrhage, was landed at Swatow.

### New Motor Ship "Lalandia."

Berthed along the West Wharf at Singapore recently, was the motor ship *Lalandia*, commanded by Capt. O. Dahl. Driven exclusively by oil the *Lalandia* is capable of doing 14 knots an hour, while on her trial runs she reached the excellent speed of 17 knots. The ship's engines are Diesel and the galley is worked with oil. The *Lalandia* is of 4,000 gross tonnage, and she is able to carry 7,500 tons of cargo. This is her maiden voyage to the East. She is on the Copenhagen-Bangkok run.

The vessel is able to carry 31 passengers and everything is done to make them feel at home. "We have even got a real coal fire in the lounge where people can sit around and tell stories on a cold night," the captain said.

The features of the ship are comfortable cabins, each of which has its own bathing accommodation while during the day the bunks can be turned up and made into sofas.

There are also cabins de Luxe, which instead of usual bunk have a bed, comfortable lounge chairs, and bathrooms.

The lounge and dining room are tastefully decorated in mahogany. Besides stewards the *Lalandia* carries a doctor and two stewardsesses. From Singapore she leaves for Bangkok.

The East Asiatic Company are the agents in Singapore.

### WARSHIPS IN PORT.

Warships in port yesterday were:

North Arm Basin, *Worcester* South Arm, *Marston*; East Arm, *Subs. L-15* and *L-19*; North Arm, *Hollyhock*, West Wall Dock, *Titanic* and *Subs. L-2* and *L-3*; In Dock, *Woodstock*, *Wier* and *Moth*; Taikoo Dock, *Aphis*; Kowloon Dock, *Ladybird*; Buoy 7, *Ladybird*; Buoy 12, *Walsey* and *Wishart*; Buoy 13, *Ruthenia*; Buoy 19, Japanese, *Uji*; Buoy 25, *Kharik*; Buoy 2A, *Maine*; Oil Fuel Jetty, *Belgic*; Kowloon Anchorage, *Fortal*; Other Foreign Men-of-War, Portuguese, *Patria* and French, *Vigilante*.

## BANK LINE LTD. AGENTS FOR ELLERMAN & BUCKNALL S.S. CO., LTD.

SAILINGS SUBJECT TO ALTERATION WITHOUT NOTICE.  
UNITED KINGDOM & CONTINENT  
S.S. "CITY OF TOKIO" ... Havre, London, Rotterdam & Hamburg ... 8th July  
S.S. "CITY OF GLASGOW" ... Havre, London, Rotterdam & Hamburg ... 10th Aug.

AUSTRALIA  
Sailings from SINGAPORE on 7th of every month by "CITY OF PALERMO" or "CITY OF SPARTA" to Java, Fremantle, Adelaide, Melbourne and Sydney and vice versa. Through Freight and Passenger bookings from Hong Kong in conjunction with "Ellerman" Line or other services.

BOSTON, NEW YORK & BALTIMORE  
S.S. "CITY OF KOBE" ... via Suez Canal ... 14th June  
S.S. "CITY OF CHESTER" ... via Suez Canal ... 17th July  
S.S. "CITY OF BEDFORD" ... via Suez Canal ... 14th August

ALSO AGENTS FOR  
**ANDREW WEIR & CO.**  
SERVICES TO

BOSTON & NEW YORK  
S.S. "COMERIC" ... via Suez Canal ... 25th July  
MAURITIUS & SOUTH AFRICA  
S.S. "TINHOW" ... From Hong Kong ... 25th July

Loading for Mauritius, Delagoa Bay, Durban, East London, Algoa Bay, Port Elizabeth, Mossel Bay and Capetown.  
Through Bills of Lading issued to Boire, Quilimaine, Ibo, Port Amelia, Mozambique, Chinde, Inhambane, Zanzibar, Kilindini, Port Nelloth, Ludritz Bay, Walvis Bay and Madagascar.

For Freight or passage on any of the above lines apply to:—  
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**THE BANK LINE, LTD.**

## P. & O., British India Apcar and Eastern & Australian Lines

(COMPANIES INCORPORATED IN ENGLAND).  
MAIL AND PASSENGER STEAMERS  
TAKING CARGO FOR  
STRAITS, JAVA, BURMA, CEYLON, INDIA, PERSIAN GULF,  
WEST INDIES, MAURITIUS, EAST & SOUTH AFRICA,  
AUSTRALASIA, INCLUDING NEW ZEALAND & QUEENSLAND,  
LAND PORTS, RED SEA, EGYPT, CONSTANTINOPLE,  
GREECE, LEBANTINE PORTS, EUROPE, ETC.

PENINSULAR AND ORIENTAL FORTNIGHTLY  
DIRECT ROYAL MAIL STEAMERS.  
(UNDER CONTRACT WITH H.M. GOVERNMENT.)

Steamship	Tons	From Hongkong (about)	Destination
"MIRZAPUR"	6,715	15th June, 4 p.m.	Seigon, Marseilles and London.
"MANTUA"	10,946	25th June	Marseilles and London.
"KALYA"	9,135	9th July	Marseilles, London and Antwerp.
"KALYAN"	9,144	16th July	Marseilles, London, Antwerp & Hull.
"ALIPORE"	5,273	21st July	Strait and Bombay.
"MACEDONIA"	11,120	23rd July	Marseilles and London.
"NYANZA"	7,023	3rd Aug.	Strait and Bombay.
"KASHGAR"	9,005	6th Aug.	Marseilles, London and Antwerp.
"RAWALPINDI"	16,619	20th Aug.	Marseilles and London.
"KHYBER"	9,114	3rd Sept.	Marseilles, London, Antwerp & Mombasa.
"MOREA"	10,953	17th Sept.	Marseilles and London.
"KHYBER"	9,135	1st Oct.	do.
"MALWA"	10,986	15th Oct.	do.
"KALYAN"	9,144	29th Oct.	do.
"MACEDONIA"	11,120	12th Nov.	do.
"MONGOLIA"	16,504	26th Nov.	do.
"MANTUA"	10,946	10th Dec.	do.
"KASHGAR"	9,005	24th Dec.	do.

Frequent connections from Port Said for Passengers and Cargo to Constantinople, Piræus, Smyrna, and other Levant Ports by steamers of the Khedivial Mail Steamship Co.

### BRITISH INDIA-APCAR SAILINGS

Steamship	Tons	From Hongkong	Destination
"TALMA"	10,000	3rd July	Singapore, Penang and Calcutta.
"TAKLWA"	7,936	14th July	do.

### EASTERN AND AUSTRALIAN SAILINGS (SOUTH)

Steamship	Tons	From Hongkong	Destination
"ST. ALBANS"	4,500	1st July	Manila, Sandakan, Thursday Island, Townsville, Brisbane, Sydney and Melbourne.
"ALAFURA"	6,900	29th July	do.

Regular Monthly Sailings from Hong Kong to Japan & Hong Kong to Australia. The P. & O. S.S. Co., Ltd., steamers will also call at Shanghai, Hoilo, Cebu, Kolambagan, Tawau, Timor, Durwin, or other ports on route as inducement offers.

Frequent connections from Australia with the following:—  
The Union S.S. Co.'s Steamers to the United Kingdom via New Zealand Vancouver, San Francisco, etc.  
The P. & O. Royal Mail Steamers to London via Suez Canal.  
The P. & O. Branch Service of Steamers to London via the Cape.  
The New Zealand Shipping Co.'s Steamers for Southampton and London via Panama Canal.

### SAILINGS TO SHANGHAI AND JAPAN

Steamship	Tons	From Hongkong	Destination
"KALYA"	9,144	18th June, Noon	Shanghai, Moji and Kobe.
"ALIPORE"	5,273	18th June, 10 a.m.	Shanghai, Kobe and Moji.
"TAKLWA"	7,936	22nd June	Amoy, Moji, Kobe and Osaka.
"MACEDONIA"	11,120	24th June	S'hai, Moji, Kobe and Yokohama.
"NOVARA"	6,389	29th June	S'hai, Moji, Kobe & Yokohama.
"ARAFURA"	6,000	5th July	Moji, Kobe Osaka & Yokohama.
"KASHGAR"	9,005	8th July	S'hai, Moji, Kobe and Yokohama.
"NYANZA"	7,023	8th July	do.
"RAWALPINDI"	16,619	22nd July	Shanghai, Kobe and Yokohama.
"KHYBER"	9,114	5th Aug.	S'hai, Moji, Kobe & Yokohama.
"MOREA"	10,953	19th Aug.	do.
"KHYBER"	9,135	2nd Sept.	do.
"MALWA"	10,986	16th Sept.	do.
"KALYAN"	9,144	30th Sept.	do.
"MACEDONIA"	11,120	14th Oct.	do.
"MONGOLIA"	16,504	28th Oct.	do.
"MANTUA"	10,946	12th Nov.	do.
"KASHGAR"	9,005	26th Nov.	do.
"MOREA"	10,953	10th Dec.	do.
"DEVANHA"	8,155	24th Dec.	do.
"MALWA"	10,986	7th Jan., 1928	do.

\* Will not take passengers northwards.  
All dates are approximate and subject to alteration without notice.  
WIRELESS TELEGRAPHY FITTED ON ALL STEAMERS.  
\* Passengers for Bangkok must defray their own Hotel expenses at Singapore while awaiting the on carrying steamer.  
All Cabins are fitted with Electric Fans free of charge.  
Parcels measuring not more than 2 ft. x 2 ft. x 1 ft. will be received at the Company's Office up to Noon on the day previous to sailing.  
For Further Information, Passage Fares, Freight, Handbooks, etc., apply to—  
**MACKINNON, MACKENZIE & CO.**  
P. & O. Building, Connaught Road Central, HONGKONG. Agents. (1)

## THE SWEDISH EAST ASIATIC COMPANY, LIMITED.

SERVICE OF FAST MOTOR VESSELS  
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MARSEILLES, VALENCIA, ROTTERDAM, HAMBURG  
AND SCANDINAVIAN PORTS.

m.v.	Expected on or about	Will leave homeward-bound on or about
m.v. "BENARES"	...	...
m.v. "NIPPON"	...	...

FOR SHANGHAI AND JAPAN PORTS.  
Loading about  
m.v. "BENARES" ... 31st July, 1927  
m.v. "NIPPON" ... 5th July, 1927  
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